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Vol. XI, Nos. 1 and 2 APRIL-MAY, 1919 Price, 20 Cents

Vol 11 April to March 1919 1920

MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

THE AUTOMOBILE CLUB OF AMERICA, NEW YORK CITY, PUBLISHER

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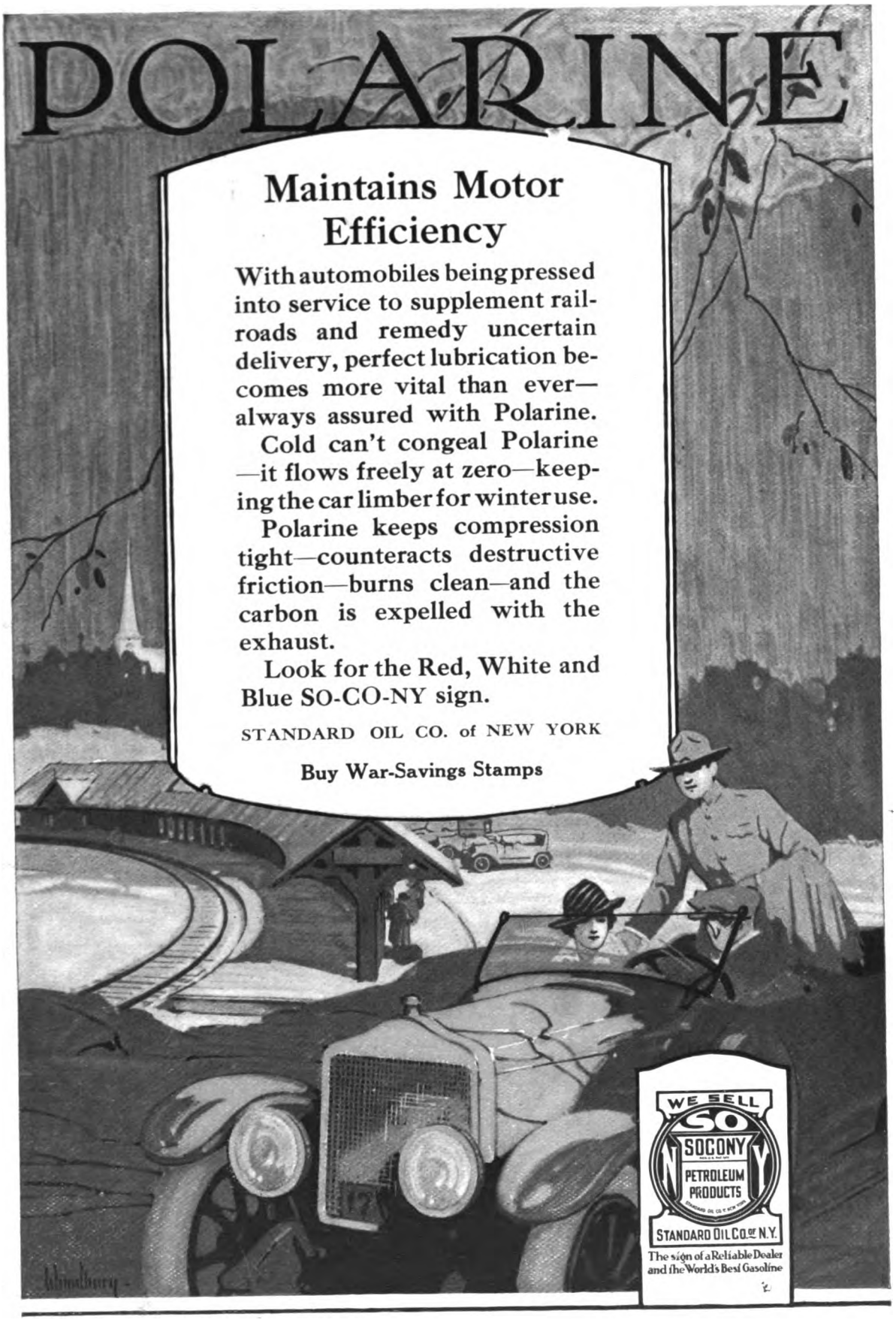
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MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Clubhouse, 54th and 55th Streets, West of Broadway, New York

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Vol. XI **April, 1919** **No. 1**

CONTENTS

FROM THE BICYCLE UNIVERSAL TO THE AUTOMOBILE UNIVERSAL 15
By the "Old Timer"

THE SECOND PAN AMERICAN AERONAUTICAL CONVENTION 19

A MOTOR RUN TO ATLANTIC CITY 21

THE EARLY DAYS OF THE CLUB 22
Frank W. Crane

THE COUNTRY CLUBS IN 1919 25
The "Runner Up"

A WEEK-END IN THE FOOTHILLS OF THE CATSKILL MOUNTAINS 29

OFFICIAL NOTICES 30

BUREAU OF TOURS NOTICES 31

STARTING THE AUTOMOBILE INDUSTRY IN NEW YORK 32
John E. Wetmore

THE AUTOMOBILE CLUB OF AMERICA 33
A Brief Sketch of the Club's Activities during Twenty Years

NEW YORK STATE AS A FOREST BUILDER 49
George D. Pratt

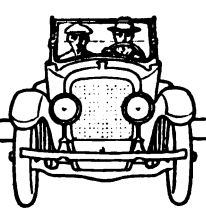
THE ANNUAL MEETING OF THE CLUB 51

THE HISTORIC PHILADELPHIA-PITTSBURGH ROUTE 53
Robert Bruce

"THIS WORK MUST GO ON!" 57

THE MOTOR CAR BACK IN '99 58

MEMBERS CARS FOR SALE AND EXCHANGE 78



MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

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Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

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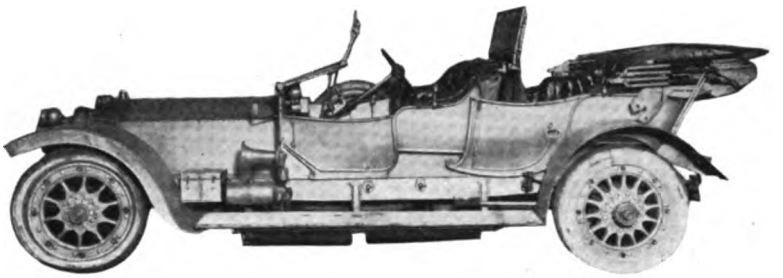

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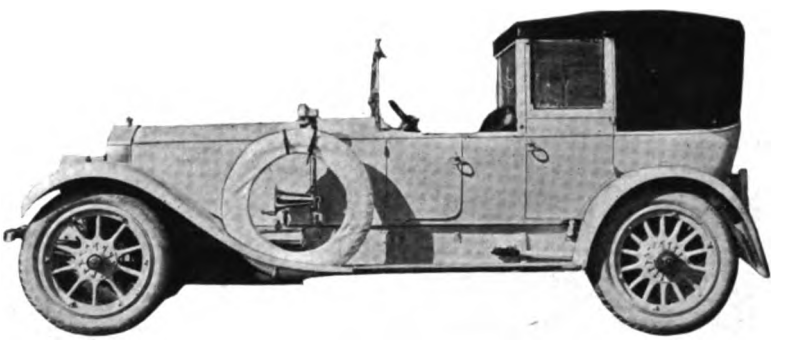

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Comrades Since Birth

The A. C. A. and the T-C. F. CO.

TWO decades ago The Automobile Club of America came into being. For twenty years it has forwarded the development and growth of the Automobile here in America.

Nineteen years ago the Trans-Continental Freight Company was organized, and specialized in the forwarding of automobiles.

Pioneers Both

Hand in hand these two organizations have kept step. The one, with a fixed purpose to guard and further the interest of automobilists, the other, with a steady endeavor to guard automobiles from damage when shipped by rail or water, as well as to save money on shipping expense for the owner.

To The Automobile Club of America, we extend hearty greetings on this, its twentieth birthday. To Motor Travel, its official publication, we extend congratulations, both for what it has accomplished, and on its new and larger size.

Much has happened since Motor Travel and the T-C. F. CO. PIONEER AUTOMOBILE SHIPPING SERVICE first started to serve the automobile owner. The pages of this larger magazine tell the story of the growth of the A. C. A. Nine offices located at convenient points from the Atlantic to the Pacific, tell the story of the growth of T-C. F. CO.

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Write the Nearest Office

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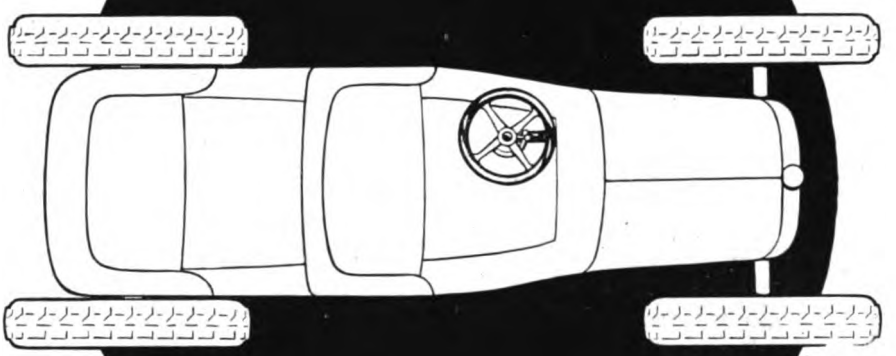
MICHELIN

Tire Rotation

When fitting a new tire, always put it on a rear wheel.



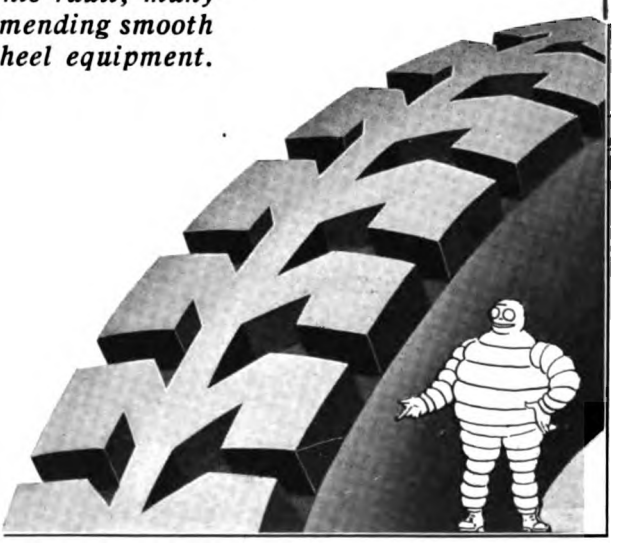
When a replacement is necessary on a front wheel, don't fit a new tire, but move up a worn tire from the rear.

Do the tires you use enable you to apply this principle which cuts tire bills by 20%?

Tire rotation is practicable only when fully interchangeable tires like Michelin Universal Tread Casings are used on both front and rear wheels.

Many non-skids, while perhaps satisfactory on the rear wheels, cannot be used to advantage in front because their small sharp projections make steering difficult. Recognizing this fault, many tire manufacturers are now recommending smooth tread "driving tires" for front wheel equipment.

Michelin Universals are equally satisfactory for all four wheels because of their broad, flat treads. Use Michelins and secure all the economical advantages of tire rotation. Protect yourself against dangerous front skids and obviate the necessity of carrying two types of spares.



For Sale by the Club

MICHELIN TIRE CO., Milltown, N. J.

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Concerning Mr. J— L— S—.

Mr. J. L. S. bought what he thought was good insurance through a broker, who he thought was responsible and competent, but—

Mr. J. L. S. had an accident—a trivial accident, so trivial, in fact, that the other chap offered to settle on the spot for $25, which Mr. S. declined to pay.

Suit was brought and the defense was so poor and inadequate that a verdict for $3,500 was returned against Mr. S. The insurance company refuses to pay this verdict, or any other in this case, claiming that the broker did not notify them of the accident within the required time. And the broker's poorly kept records do not substantiate his claim of having given proper notice.

The insurance company has advised Mr. S. to put everything in his wife's name and *go through bankruptcy*. A fine suggestion to make to a reputable business man who has spent 30 years in making an enviable reputation.

Encouraged by his success in his first suit, the complainant has now brought an action for $10,000 for pain and suffering and medical expenses and loss of service of his wife, who was severely (?) injured in this accident.

Mr. S. has brought his trouble to us and we are straightening out a serious condition of affairs, which could not have occurred if he had been our client.

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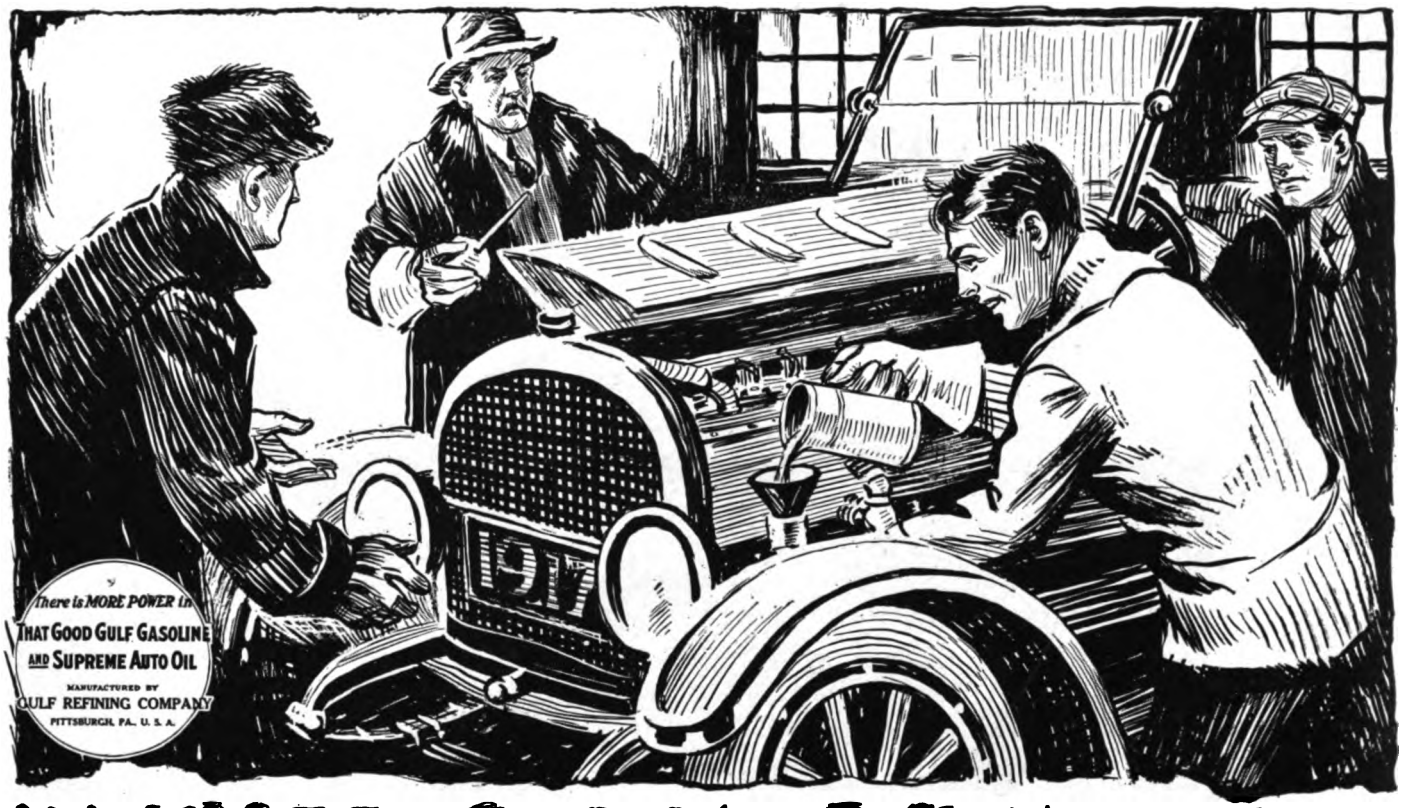

MUCH TROUBLE

may be avoided by correct lubrication. Carbon, the greatest detriment to engine efficiency, may be minimized by the proper choice of lubricants. For Instance:

SUPREME AUTO OIL

being manufactured from asphalt base crude, ***leaves less carbon,*** as it contains no paraffine to gum and stick the free carbon. At the same time it affords perfect lubrication

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New Hampshire

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June 15th to October 15th

View from Mount Gloriette, showing Mount Abanaki, Lakes Gloriette and Wildwood and "The Balsams"

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18 HOLE GOLF COURSE of remarkable interest and a charming Club House, with an aviation field in the making.

FIREPROOF GARAGE for 100 cars and a complete machine-shop. Fine accommodations for chauffeurs.

Visit THE BALSAMS this summer—
you will be delighted with Dixville Notch

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Times Square New York

Officially appointed by The Automobile Club of America

When you come to New York do not run the risk of marring your visit by accepting less than the Hotel Astor offers

Many patrons say that they have been unable to duplicate Astor service elsewhere.

To stay at the Astor is to have New York's best in comfort and entertainment.

Times Square—At Broadway, 44th to 45th Streets—the center of New York's social and business activities. In close proximity to all railway terminals.

F. A. MUSCHENHEIM

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OUR FAVORABLE ARRANGEMENT with one of the country's best clothing manufacturers makes it possible to furnish your chauffeur's motor apparel, to order, cut according to the approved style of the season, and in the fabric and color you prefer.

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PROMPTNESS IN DELIVERY is the constant aim of the Department; you can be certain of no delay.

IN PRICE, our uniforms, made to order, will compare favorably with those on sale ready made in any New York shop.

Raincoats, caps, gloves, puttees, jerseys, overshoes

Your patronage will be appreciated

Supply Department

THE AUTOMOBILE CLUB OF AMERICA

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THOSE dead-weight blows of the load below the springs are what shatter cars to pieces long before their time.

Here is a way that practically ends this evil — the Miller Cord Tire — buoyant, over-size, elastic. Thousands of cable cords as strong as bow-strings, floated in new, live rubber, layer on layer. It gives and takes as it rolls on the rough of the road — it neutralizes shocks — you ride with bird-like ease.

Miller Tires, Cord and Fabric alike, are uniform in mileage, tire after tire. The result is that every Miller is a long-distance runner.

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UNIFORM MILEAGE
Tires

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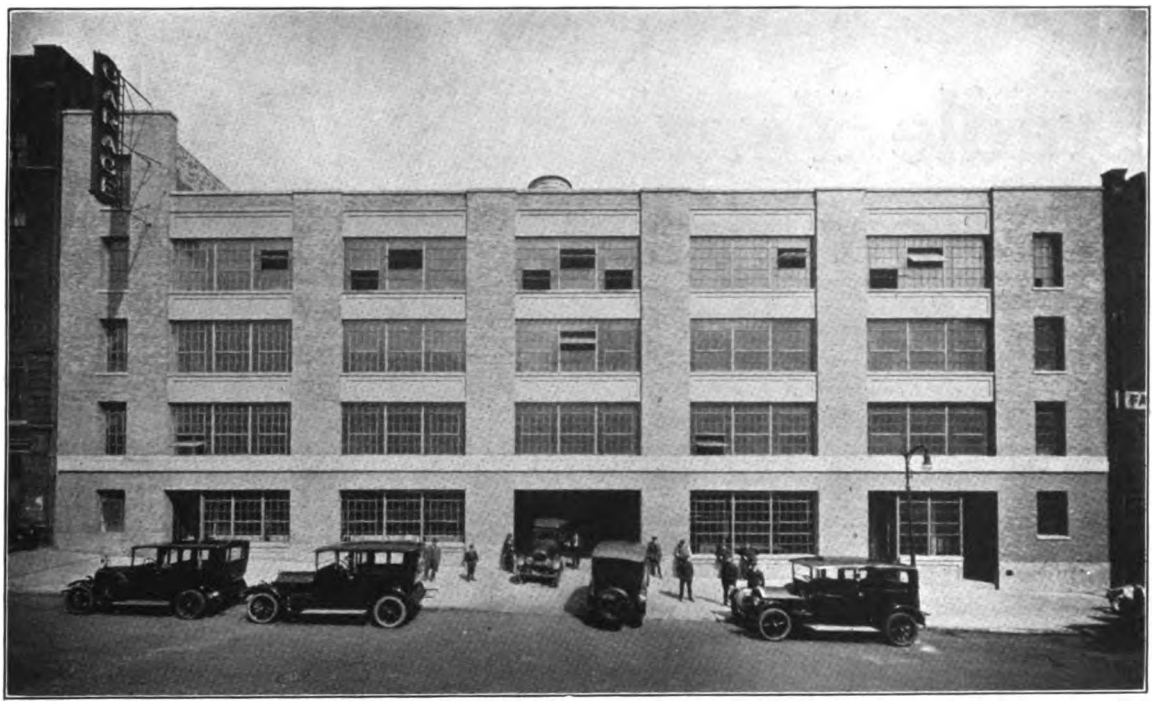

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Contains every mechanical device for safety, easy handling and storage of cars.

Ramps for both up and down traffic allow driving of cars directly to any floor without delay or danger from elevator service.

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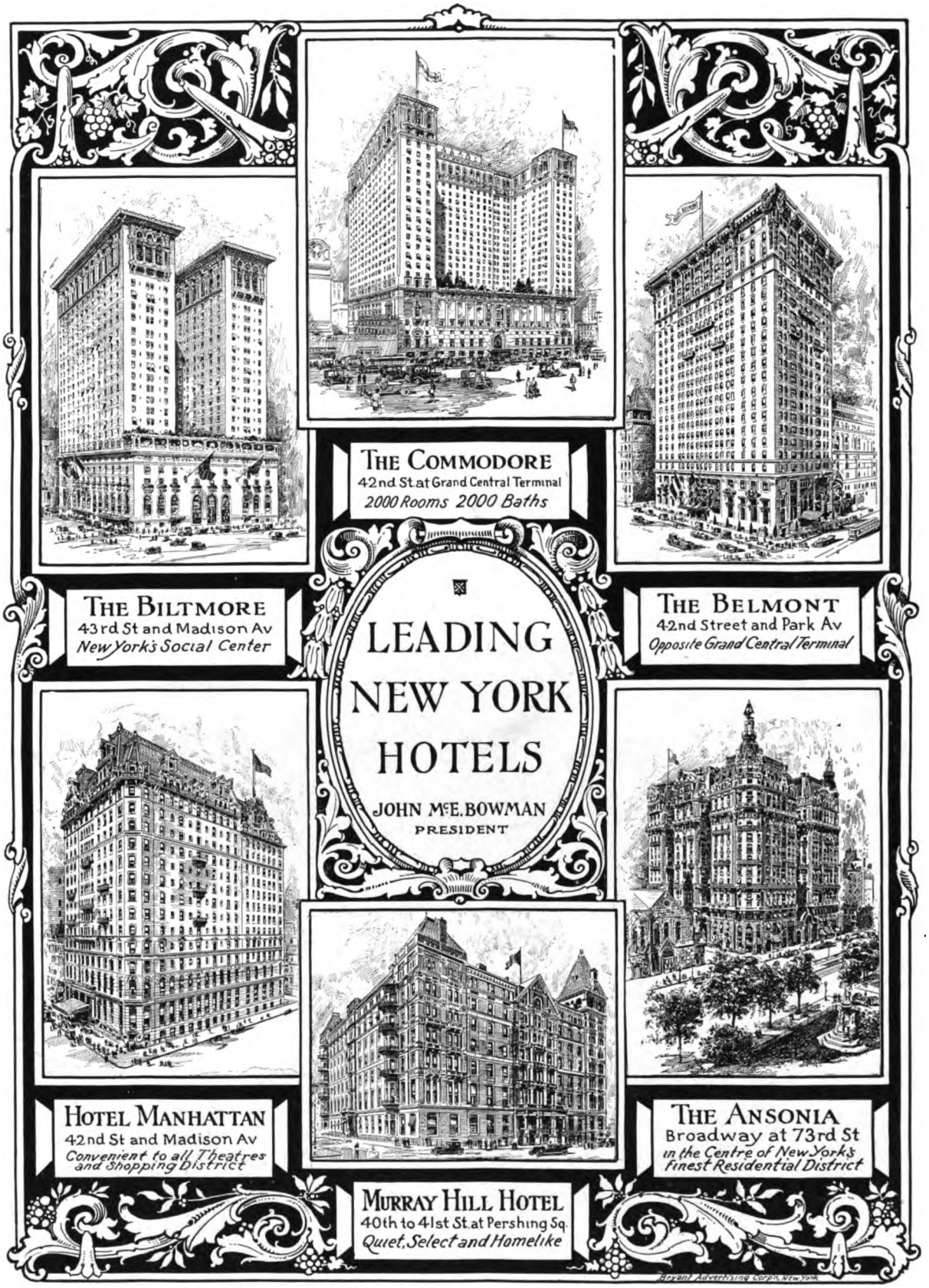

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AN optimist is a customer who believes he can get a tire as good as Kelly-Springfield for less money.

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MOTOR TRAVEL

From the Bicycle Universal to the Automobile Universal

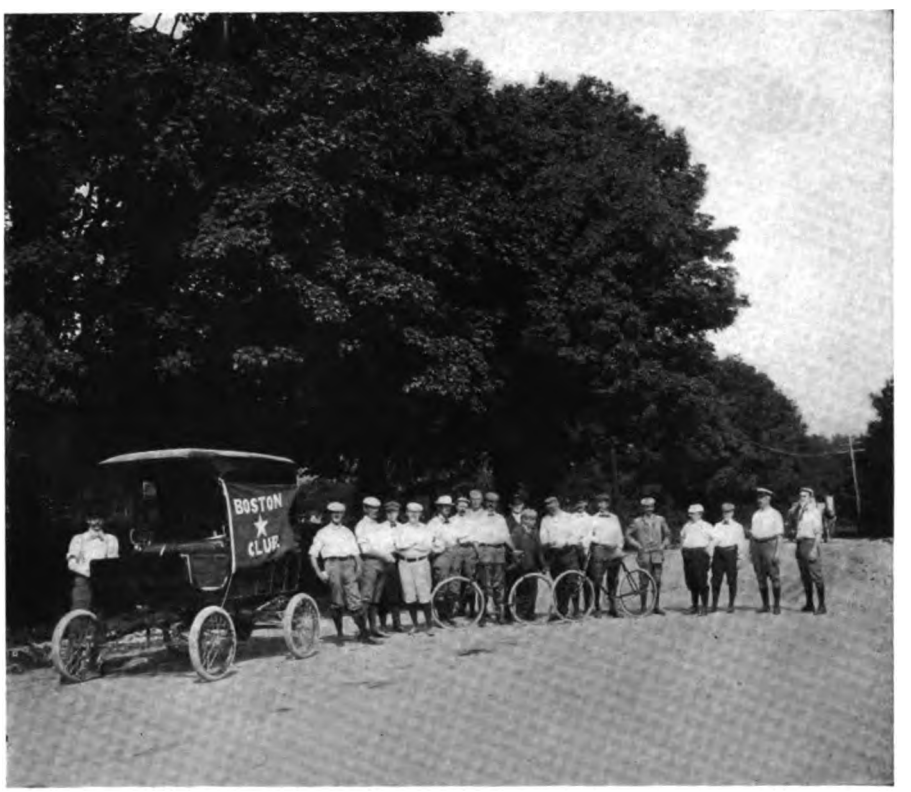
Personal Recollections of Twenty Years

By the "Old-Timer"

THE AUTOMOBILE CLUB OF AMERICA is the only organization in this field that has spanned the entire history of motor transportation in the United States. During all that time it has not only been a witness of the kaleidoscopic changes which have taken place, but perhaps one of the most potent factors in bringing them about. If any one of us who were personally and enthusiastically identified with the earliest events in motoring had been asked, prior to 1903, to give free rein to our imaginations, it is safe to say that none could have forecasted more than a small fraction of the revolution in life and business which has followed the introduction and development of the automobile and the things closely related to it.

A glance at the period before the founding of the "A. C. A." will furnish the perspective. Before actual organization could take place, a few fundamentals had to be established. My own first mental contact, so to speak, with the germ of the automobile idea came from reading small news-notes about experiments made along that line in Europe, particularly in France. Occasionally something in the way of illustration was copied in our weeklies or magazines; but the whole subject was hazy and indefinite, and there was no general confidence that much, if anthing permanent, would develop from it.

The ground here in America was, however, quite well prepared; and, as can be seen more clearly now, the start came at a most opportune time. Bicycling, then at its height, was practically universal. The League of American Wheelmen had at least 120,000 members, a greater number than have ever been enrolled under a single banner in automobile organization. Local clubs were practically everywhere, several in our largest cities, and at least one in about every small place from the two sea-coasts to the prairies. The "wheel" was popular; cycling columns were run in every newspaper; "runs" and race-meetings were frequently held. Each year the National Assembly of the "L. A. W.," whether held at Boston, Washington, Chicago or Denver, had so large an attendance that special trains were often run to carry the delegates from the principal sections.



IN THE OLD BICYCLE DAYS; AN ELECTRIC TAKEN ALONG TO CARRY THE BAGGAGE

For a time it seemed as if a system of sidepaths would be constructed

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through the populous districts for the exclusive use of the bicycle. "Side-path" leagues were formed in various parts of the country, with small fees, the payment of which was evidenced by metal tags furnished to be placed on the wheels of members. When this movement was at its height, one might have ridden the greater part of the way from Albany to Utica, Syracuse, Rochester and Buffalo upon these side-paths, while four-wheeled vehicles moved slowly over the unimproved roads parallel to them. But special thoroughfares for one class of users did not appeal to the great body of American people; and, as time proved, a broader and better solution of the problem was near at hand.

Good Roads Program Begun

During this period, the latent sentiment for improved roads received its first great impetus. In 1890 there was probably not a single continuous stretch of twenty-five miles of good highway anywhere in the United States. Bicycling was thriving greatly in spite of that fact; but there was always a feeling among the thinking men and women identified with that movement that it was only an intermediate stage in road development. During 1896 and 1897, the two-wheeler began to decline in popularity; and by the middle of 1898, the year of the Spanish-American war, its sun had set. Henceforth it was to be almost wholly a utilitarian machine for local use.

Three great benefits inherited from that era have been fortunately preserved: (1) the good roads sentiment, on a broad popular basis; (2) a general interest in outdoor life and the facilities for its enjoyment, and (3) an industry in which the manufacture of small machined parts had been developed on a scale theretofore unknown, ready to take hold of and produce a new and much more important product. The bicycle itself, and the trade organization which grew up around it, were the forerunners of the motor car. Hundreds of men engaged in the bicycle business turned to the automobile field, and have made some of the most notable successes in it.

In the early part of the transition period already referred to, the writer, among several others, received an invitation to visit the factory of the Pope Mfg. Co., at Hartford, Conn., for the purpose of witnessing the first open trial of the self-propelled vehicle made in the Asylum Avenue plant in that city. I cannot now give the exact date, but should judge that it was in the summer or early fall of 1895. It was my first glimpse of the new era in transportation about to be ushered in. I shall never forget the impression made upon me by seeing that vehicle—half bicycle, half carriage—moving about short distances in the vicinity of the factory.

When my turn came to ride, I accepted with enthusiasm; and for the next few minutes my attention was divided between curiosity over the strange mechanism and the novel sensation of moving forward without anything in front to pull. All of the early experimental models were very short in front, and a single step from the seat over the dashboard (in fact as well as, then, in name), would have tumbled one out on the road ahead. The sensation of consciously sitting back as a precaution against such a contingency, in case an obstruction should have been met in the roadway, has been experienced only by the actual pioneers in this field.

A WAYSIDE STOP, 1902 OR '03

Paul C. Wolff, now Secretary of the Pennsylvania Motor Federation and the Automobile Club of Pittsburg, in front of Reamer's old tavern, Bedford County, Pa.

The First "Endurance Runs"

In the very early days there were two attempts to test the automobile in competition over the road, one conducted by the Chicago *Times-Herald*, from Chicago along the Lake Shore Drive toward Waukegan, Ill., the date of which was, I believe, on Thanksgiving Day, 1895. The other was originated by John Brisben Walker, who was then publishing the *Cosmopolitan* at Irvington, from New York along the east side of the Hudson River. Neither proved much, if anything, beyond the extreme infancy of the automobile at that time; but both did substantial service in attracting a great deal of public attention. In those days steam was receiving fully as much attention as gasolene; and its friends were extremely active.

On August 31, 1899, F. O. Stanley, of Newton, Mass., made the first ascent of Mount Washington, New Hampshire, in the Stanley Steam Carriage. It is said that when about half way up, he was obliged to return to the foot for a new supply of gasolene; and that, before reaching the top, he had to walk to the summit for more water. Nearly a year elapsed before any other attempt was made to force an automobile up those grades.

The early fall of 1901 saw the first attempt to carry through an organized endurance run, from New York to Buffalo, under the auspices of The Automobile Club of America, then located on the east side of Fifth Avenue, south of 59th Street. The route was laid out by a firm of surveyors; and the most frequent entries in the route pamphlet, aside from the minute directions, were to locate places where water might be obtained by the contestants. Interest and enthusiasm far beyond expectation were manifested all along the way; but the run was called off at Rochester upon receiving the news of the death of President McKinley.

In September, 1901, the annual run of the Boston Bicycle Club, known as the "Wheel about the Hub," was attended by two motor-driven vehicles in the capacity of carriers of baggage for the participating wheelmen. The accompanying illustration, taken at that time, shows the border line between the two forms of road locomotion. At that time the bicycle outnumbered the early automobiles probably a thousand to one. The "Wheel about the Hub" is still continued by the remnant of the old guard of cyclemen; but only a few of them make the rounds in their original way, while the majority go by automobile.

The second prominent and official endurance run was held, also under the auspices of The Automobile Club of America, in 1902, from New York to Boston. "Official observers," whose task was to note many things never known or else entirely forgotten by the present generation of motorists, were assigned to each car. I served in that capacity on the Haynes, driven by the veteran manufacturer, Mr. Elwood Haynes. Three days were taken for this "endurance" run, divided as follows: first forenoon, New York to Norwalk, Conn.; first afternoon, Norwalk to New Haven; second forenoon, New Haven to Hartford; second afternoon, Hartford to Springfield, Mass.; third forenoon, Springfield to Worcester; third afternoon, Worcester to Boston.

While the New Haven-Hartford and Hartford-Springfield portions were probably shorter than was necessary even then, the trip on the whole was about all that the average motorist of that time might have been justified in

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undertaking in three consecutive days. At each of the "controls," every competing car was placed where the owner or driver could do nothing more to it than supply gasolene and oil, or make a tire repair (under observation by a consciously super-critical individual armed with a note book), while a technical committee made the rounds to examine each one and discover any possible shortcomings.

So strictly were the machines guarded that if some owner had chanced to leave his pocketbook in his car, he could probably have gone back to get it only under official escort. Gasolene and oil supplied were measured with the care of an apothecary, and reported in methodical detail in the observer's notebook. If any of these are now in existence, they should be interesting exhibits of the prevailing ideas of that period.

Shortened Time and Lengthened Distances

After 1902, the "newness" of the automobile began to wear off. It is not the purpose of these impromptu recollections and observations to catalogue the intermediate events, which may well be reserved for the future historian of the automobile and related industries. But a few incidents, some of them with sharp contrasts, come to mind, showing perhaps better than a formal historical survey the completeness of the transformation which has taken place within the twenty years during which The Automobile Club of America has been in existence.

Less than two decades ago, the more enterprising liverymen of the Catskills would take summer visitors on a "three days' tour" of the points of interest west from Kingston, Catskill and Saugerties, averaging considerably less than twenty miles a day by horse and carriage. An old copy of Van Loan's Catskill Guide would probably show some of their itineraries. Today the motorist can leave New York in the morning, arrive at one of these west-side river towns by the middle of the afternoon; and between that time and dark easily cover all the territory outlined in the three days' schedule of the liverymen. That means a greater advance in speed than from the times of Cæsar to our Civil War.

Probably the third trip by motor to the summit of Mount Washington, and perhaps the first one to be timed, was by L. J. Phelps, of Stoneham, Mass., who made the climb in August, 1903, in one hour and forty-three minutes. On July 12, 1904, the writer stood on the summit and witnessed the appearance there of the late Harry S. Harkness in 24 minutes 37 3-5 seconds, driving a 60 H. P. Mercedes, the most notable racing machine of that period. Now, as for two generations past, enthusiastic pedestrians walk to the top of Mount Washington, finding that the trip up and back over the carriage road in one day is an excellent performance, in fact beyond the strength of the average person. Formerly automobiles could not use this road except by special permission; today the tolls from its use by motor cars enable it to keep open.

Pictures in the comic papers showing the motorist underneath his car are not yet quite extinct; and once in a while, usually back in the rural districts, one may catch sight of a single-cylinder Cadillac still doing duty. Old-timers will need no effort to recall the "King of the Belgians" body, the high, rear-entrance type of machine, which figured so prominently in descriptions at the time when the evolution toward present body styles had just begun. The writer recalls vividly asking the owner of a high-priced imported car how he enjoyed the trips around Long Island, where he resided; and was told that the aforesaid owner had been cranking his car in his back yard for a week, without having had a chance to try it out on the road. And the least said of the old-time methods of tire repairs, perhaps the better. Three or four hours by the roadside on a single job was not uncommon.

The late Harry S. Harkness was probably the first motorist to drive between New York and Boston under seven hours. At that time the average touring speed between the two cities, while considerably increased over the average of 1902, was still at least two days. Today the resident of suburban Boston runs to his destination in suburban New York about as rapidly as he can be carried from his home to the train in Boston, thence to New York by steam, and by subway, local train or taxi to destination. And while the cost of the rail trip has materially increased during this period, the cost of the trip by road has greatly decreased, due largely to the time saved as the result of better roads. The New York motorist no longer considers it a feat to drive from this city to Boston in a day; but frequently continues up to the Massachusetts North Coast, Portsmouth or even to Portland, a distance of 115 miles farther than that covered by the three days' "endurance run" of 1902.

VIEW TAKEN FROM A POINT INSIDE THE ENTRANCE TO YELLOWSTONE NATIONAL PARK, NEAR LIVINGSTON, MONT.

At the time this photograph was taken, in 1911, an automobile could come to the stone arch, but was denied entrance to the park. Now motor cars outnumber all other vehicles passing through

Evolution of Transcontinental Touring

The first trip across the Continent was made in the 63 days between May 23 and July 26, 1903, by Dr. H. Nelson Jackson and Sewell K. Crocker, in a 2-cylinder 20 H. P. Winton. In preference to attempting to cross the deserts of Nevada and Utah, they made a long northward detour from San Francisco through northern California and southeastern Oregon, back into the line of the present Lincoln Highway in the Central West. This was, in large part, the route used by Frank G. Lenz, on this section of his bicycle tour around the world in 1892. The first trip to use the present short route across the deserts was made in the 61 days between June 20 and August 21, 1903, by E. T. Fetch and M. C. Krarup, in a 12 H. P. 1-cylinder Packard, a machine

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in strange contrast with the "Twin-six" of today.

It was not until nearly five years later that the first strictly "family" transcontinental tour was made, by J. M. Murdock, of Johnstown, Pa., with L. L. Whitman, who had meanwhile crossed three times, as pilot. Leaving Los Angeles, Cal., on April 24, 1908, this trip finished in New York on May 26th, having been 32 days, 5 hours and 25 minutes on the road. The car used was a 30 H. P. 4 - cylinder Packard, wonderfully changed from the machine used by Fetch and Krarup in 1903.

Three or four years later, F. M. Garland and party of Los Angeles, Calif., made a trip from that city to Moosehead Lake, Maine, in 96 running hours in a large Pierce-Arrow touring car. From about that time forward, cross-country touring began to lose its novelty. Today the average tourist's time from coast to coast is probably under thirty days; and, with rare exceptions, one can depend upon comfortable accommodations all the way across, while the old-time necessity of carrying large reserves of gasolene and oil has mostly disappeared.

Stepping for the moment from the realm of the practical into the fanciful, for the purpose of illustration, will give us perhaps a new idea of the speed already reached by the airplane-engined racing car. If it were possible to maintain a speed on a transcontinental journey equal to the present world's record for the mile (24.02 seconds), the trip from New York to San Francisco could be made in a little over twenty hours, about the time taken by the Twentieth Century Limited between New York and Chicago, less than one-third the distance.

Twenty years ago there was no complete roadway from the Missouri River to the Pacific Coast; and many of the trails used by the pioneers led at times through private lands, where gates had to be opened, and in some cases permission secured to cross. Today there are more through roadways than railways across that territory, and an infinite variety of trips can be arranged by combinations between them. For several years after the automobile had proved its capacity and reliability for long-distance travel, the National Parks were closed to it. Now motor-driven vehicles greatly out-number all others in those great national recreation grounds; and the most conspicuous road developments in the far West are in the direction of making them more easily accessible to ever-increasing numbers of motorists.

Glimpses of Road Progress

This subject deserves extended treatment, and can be touched here at only a few incidental points. Participants in the 1902 Endurance Run of the A. C. A., already referred to, will remember that sections of the road between Meriden and Hartford, Conn., and especially between Springfield and Worcester, Mass., were almost entirely unimproved, hardly better than some of the secondary roads in Maine or western Virginia are now. Considerably less than twenty years ago a motorist from Cleveland, Ohio, who had ventured into the Adirondacks, wrote that if his car were still in those woods, he would leave it there forever rather than go through the troubles incident to bringing it out again. Today one can make a complete circuit of the Adirondack section practically without leaving State Highway.

State aid in road-making, on a large scale, dates back only about ten years; before that, the townships and counties were the largest units, and no comprehensive highway improvement plans could be carried out. Federal aid has been in active operation only about two years; and its results are only now becoming apparent. "National highways," in fact, if not in name, seem nearer than State Aid did even fifteen years ago.

Ten years ago, there was not an improved road the whole length of any State in the Union. Sections of the National Pike between Hagerstown and Cumberland, Maryland, of the Philadelphia-Pittsburgh Pike between Chambersburg and Greensburg, and even some stretches of the Mohawk Valley route across New York State, were at times almost impassible. These and several intermediate east-and-west routes are now improved throughout, though the problem of construction to withstand the multiplied heavy traffic, and of economical maintenance, have only been partially solved.

Touring has grown in popularity partly because of the improvement in automobiles, but principally through improved roads, and the removal of the restrictions which operated in the early days. On page 323, and elsewhere in the 1908 Yearbook of The Automobile Club of America, we see references to the necessity of changing license tags at interstate lines, a practice the necessity for which is not as far back as many might think. Signposting has been developed almost wholly within this period, though there was some very fair posting of roads in limited areas during bicycle days.

The Automobile Universal

It is said that in Iowa there is now an average of an automobile to every three families—a ratio probably never exceeded in the ownership of bicycles; and one to every five families throughout the country at large. The eastern tourist running through the most prosperous sections of the central West will find more cars on the streets of the villages and small cities there than among the same population in the east; and these cars render a greater average service on account of the usual absence of trolley lines and suburban railway service. Trucks are multiplying, especially among the more progressive farmers; and tractors are being absorbed as fast as they can be manufactured by reliable firms.

Drive past a manufacturing plant employing several hundred people today, and the chances are that extensive racks for bicycles will be seen somewhere about it. But probably not a single two-wheeler will be noticed in use on the road in the course of an hour, during which time probably a hundred automobiles will go past. For a few minutes each day, when the operatives are coming to work in the morning, and when leaving at noon and night, the streets literally swarm with bicycles. They have their definite, restricted uses; but the automobile serves many purposes, supplanting the cheaper machine because of its greater utility and adaptability, the cheap and efficient power-plant replacing muscle, multiplying speed and eliminating fatigue.

It will be interesting to see what comes from the rumors that are abroad as these lines are written, that Henry Ford will establish new plants to produce still cheaper cars than those which bear his name. Possibly there may be a practical development in the direction of the cycle-car, which made a great stir about four years ago, and then practically disappeared. That there is a large field between the bicycle and the automobile has been the conviction of many engineers and business men.

The fact that a large majority of the American people either know how to drive an automobile, or can be taught to do so in a very short time, was an important factor in our share in winning the European war. While the producing industry was turning its facilities over to the government, thousands of men and women qualified as drivers of motor trucks, supply wagons, ambulances, tractors, etc., both at home and abroad. When the end came, the motor transport service under the American flag exceeded, in enlisted personnel, the number of men who fought on both sides at the battle of Waterloo. That would not have been possible, especially in so short a time, except in a country where the motor-driven vehicle had already come into universal use.

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The Second Pan-American Aeronautic Convention

Atlantic City, Thursday, May 1, 1919, to June 1st, inclusive. Under the auspices of The Aero Club of America, The Aerial League of America and the Pan-American Aeronautic Federation

THERE are to be contests on the Saturdays in May for seaplanes, aeroplanes, dirigibles, kite balloons, parachutes, aviettes (bicycles and motorcycles with wings). The Curtiss Marine Flying Trophy will be competed for.

On week days there will be exhibits of aeroplanes, motors and accessories on the Steel Pier, demonstrations of seaplanes, aeroplanes, dirigibles, kite balloons, aerial passenger carrying by seaplanes and dirigibles, and kite balloon ascensions, moving pictures and addresses by leading authorities on important phases of aeronautics.

The governments and the aeronautic, sporting, scientific, industrial and civic organizations of the United States and all the Allied and neutral countries have been invited to send representatives to this great aeronautic gathering, over which Rear Admiral Peary is to preside as Chairman of the Convention.

The program for the month follows:

DAILY PROGRAM FOR PAN-AMERICAN AERONAUTIC CONVENTION, EXHIBITION AND CONTESTS

THURSDAY, MAY 1st

Opening of Convention and Exhibit.

Afternoon—Reception at Aeronautic Hall on the Steel Pier. Addresses by National, State and aeronautic authorities.

Evening—Aero Show and addresses by officials.

FRIDAY, May 2d.

Afternoon—Aero Show. Preliminary tests of seaplanes, dirigibles and kite balloons.

Evening—Moving pictures and address on flying for sport and pleasure.

SATURDAY, MAY 3rd.

Afternoon — Seaplane and dirigible races, and kite balloon ascending and descending contest.

Evening—Ball

SUNDAY, MAY 4th.

Morning—Memorial service by eminent divines for dead airmen.

Afternoon and Evening—Reception to allied aces and heroes of the air and their parents, announcement of the award of the Aero Club of America Medal of Valor, and the Aerial League of America Diploma of Honor.

MONDAY, MAY 5th.

Afternoon—First parachute contest for $500 Bennett Prize.

Evening—Address and Discussion—"The Large Dirigible and Its Value for Transportation." Representatives of railroads, express, steamship and other transportation organizations in attendance.

TUESDAY, MAY 6th.

Afternoon — Illustrated addresses on "Aerial Forest Patrol." Forestry Department Officials of States invited.

Evening—Address, "Work of Aerial Police Squadrons, and Why Every City Should Have One."

WEDNESDAY, MAY 7th.

Afternoon and Evening—Aerial Mail Day. Illustrated address and discussion on "Aerial Mail Planes."

THURSDAY, MAY 8th.

Afternoon and Evening — Illustrated addresses on the "Need of Municipal Aerodromes, and the Part to be Played by Aircraft in City Planning."

FRIDAY, MAY 9th.

Afternoon—Arrival of seaplanes and army planes from Army and Navy Air Stations. Second parachute competition for the $500 Bennett Prize.

Evening — Illustrated addresses on "Aerial Warfare," told by famous aces.

SATURDAY, MAY 10th.

Afternoon—Army, Navy and Marine Corps Day. Aerial contests and tournament.

Evening — United States Army and Navy Officers' Reception. Reception and addresses at Aeronautic Exhibition Hall on the Steel Pier.

SUNDAY, MAY 11th.

Afternoon and Evening—Presentation of the flags by each State of the Union to the Aero Squadrons representing that State.

MONDAY, MAY 12th.

Afternoon—Demonstrations and illustrated addresses on the "Value of Aircraft for Advertising by Day and by Night."

Evening—"Pan-American Aerial Transport Over Land." Addresses by members of the commissions of the 20 Latin-American Republics.

TUESDAY, MAY 13th.

Afternoon and Evening—"Pan-American Aerial Transport Over Water." Addresses by members of the 20 Latin-American Republics' Commissions.

WEDNESDAY AND THURSDAY, MAY 14th AND 15th.

Afternoons and Evenings—"The Airways and Aerial Transport in Europe, Canada, Africa, Australia and Asia."

FRIDAY, MAY 16th.

Afternoon and Evening—"Aerial Navigation Iustruments for Flying Over Land and Water." Aviators, navigators, scientific instrument makers and aeronautic experts invited.

SATURDAY, MAY 17th.

Afternoon—Aerial races and contests. Illustrated addresses on Aerial Photography.

Evening—Exhibit of aerial photographs and photographic apparatus.

SUNDAY, MAY 18th.

Afternoon and Evening — Illustrated addresses on "Aerial Exploration and the Use of Aircraft for Coast and Geodetic Survey."

MONDAY, MAY 19th.

Afternoon—Addresses on "Need of Broader Attitude Regarding Insurance for Aircraft and Aviators."

Evening—Illustrated address on "How Army Medical Standards and Inspection Lessen Accidents."

TUESDAY, MAY 20th.

Afternoon and Evening — Illustrated addresses showing ways of crossing Atlantic by air and the problems that remain to be solved.

WEDNESDAY, MAY 21st.

Afternoon—Aero Safety Day. Discussion of aero safety provisions made; improvements in aeroplane construction; increased reliability of aero motors; devices which make for safety in flying.

Evening—Illustrated Address, "Progress Made in the Art of Piloting Aeroplanes."

THURSDAY, MAY 22nd.

Afternoon and Evening — Addresses and discussions on meteorology—"How the weather forecasts can be extended and made more efficient by the use of aircraft in exploring the upper air," also "How the weather forecasts help aerial navigation," and "Telegraphic and climatic factors in relation to aeronautics."

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FRIDAY, MAY 23rd.

Afternoon and Evening — Addresses on "Aerial Jurisprudence—Aerial Laws and Regulation of Air Traffic."

SATURDAY, MAY 24th.

Afternoon—Races and contests.

Evening—Illustrated address on "Need of Establishing Altitude Levels for International, Interstate and Interurban Air Travel."

SUNDAY, MAY 25th.

Afternoon and Evening—Aeronautic Art Day. Address on "Aerial Painting and Sculpture of Different Countries, and Exhibition of Aerial Paintings," by Lieut. Farre, Lieut. Ruttan and others.

ENGINEERING WEEK

MONDAY, MAY 26th.

Afternoon—"Aeronautic Engineering Problems and Their Prospective Solution."

Evening—Opening of contests for designs and ideas for large aeroplanes.

TUESDAY, MAY 27th.

Afternoon—"Factors That Increase the Efficiency for Large Dirigibles."

Evening—"Advantages of Veneer and Plywood for Aircraft Construction."

WEDNESDAY, MAY 28th.

Afternoon—Address on "Problems of Flying at 35,000 Feet and Over, and Their Prospective Solution."

Evening—"Present Day Aero Engines."

THURSDAY, MAY 29th.

Afternoon—"Flying Boats Versus Hydro-aeroplanes for Sport and Transportation."

Evening—Contest for designs and ideas for large aeroplanes.

FRIDAY, MAY 30th (Memorial Day)

Afternoon—Dirigible races, kite balloon speed ascending contest; parachute contest.

Evening—Reception at the Aeronautic Hall, Steel Pier.

SATURDAY, MAY 31st.

Afternoon — Seaplanes, land planes and dirigible contests. Aviette competition at which all cyclists and makers of bicycles and motorcycles will be invited.

Evening — "International Medical Standards for Aviators in War and Peace." Reports from different countries illustrated with attractive films.

SUNDAY, JUNE 1st.

Afternoon and Evening—Award of prizes and diplomas for all events.

Model Aviation Field Established at Atlantic City

A FINE aviation field has been established at Atlantic City. The field is to be open to manufacturers, aviators and colleges.

The purpose of this Atlantic City Air Port are as follows:

(1) To establish the first "air port" in the world to be operated as seaports are operated, the aircraft starting from this port to be registered under the rules of the Aircraft Inspection Service of the Department of Commerce, having clearance papers just as the ships of the sea have.

(2) To supply an air port for trans-Atlantic air liners, whether of the seaplane, land aeroplane or dirigible balloon type.

(3) To supply an aerodrome for land aircraft and a naval air station for seagoing aircraft where those among the 10,000,000 people who visit Atlantic City each year who wish to use aircraft as a means of conveyance, may put up their aircraft and have the necessary expert service, as well as gasoline and hydrogen supplies, and may rent aircraft.

(4) To provide a service station or "aerial garage" for air travelers where they may house their aircraft temporarily or permanently, just as they house their automobiles at garages at present.

(5) To provide an air station at Atlantic City for the coming New York-Atlantic City passenger carrying air line, which will cut the time required for travel between the two cities to 50 minutes, instead of three hours, as at present, thereby enabling business men to commute between the two places.

(6) To establish a well-equipped air port, which shall serve as a model for the other American cities to follow in establishing municipal or public air ports or aerodromes.

(7) To provide an aerial mail station, aerial police station, and municipal aerodrome for Atlantic City.

(8) To provide a station and facilities for instructing the chiefs of aerial police of different cities in the art of organizing and operating aerial police sections.

This work will be under the direction or supervision of Colonel Jefferson DeMont Thompson, the head of the Aviation Section of the New York Police Department, who, by, appointment of Chief Commissioner Enright and the co-operation of Special Commissioner Rodman Wanamaker and Inspector Dyer, has established the first Aerial Police in the world.

(9) To provide a station and facilities for extensive research work in the medical side of flying. This work will be under the direct supervision of the Air Medical Committee of the Aero Club of America and the Aerial League of America, of which Brigadier General T. C. Lyster and Lieut. Col. Isaac H. Jones, late of the U. S. Medical Service, are Chairman and Vice-Chairman, respectively. Colonel Jones is now in Europe, collecting all the available data regarding what has been done by other countries in this line. He will return to this country in time to participate in the Aeronautic Convention and Exposition at Atlantic City in May.

(10) To establish an extensive land and water aerodrome where intercollegiate seaplanes, landplanes and dirigible tournaments can be held, with hangar facilities for housing the college aircraft and a competent staff to take care of same.

(11) To supply a permanent civilian aviation field for demonstrating aeroplanes, dirigibles and kite balloons, as well as motors and accessories, where concerns can send their machines to be demonstrated to prospective purchasers or to make tests.

(12) To provide a suitable station for the study of meteorological conditions, the exploration of the upper air, the employment of aircraft for the Coast and Geodetic Survey, and other scientific purposes. Colonel E. Lester Jones, the Director of the Coast and Geodetic Survey, has accepted the use of this station for the work of his important department.

(13) To provide an air station for the Coast Guard and Life Saving Service and other similar purposes.

(14) To set an example which, if followed by approximately one hundred cities in the United States in the near future, will supply the aerial transportation which this country needs; will keep American aeronautics to the forefront; will give em-

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ployment to a large number of American Army and Navy airmen, aeronautic engineers and mechanics who have now been demobilized; will permit the utilization and salvage of war aeronautical material worth tens of millions of dollars; and will insure the United States from again being caught unprepared in the event of war.

Manufacturers, aviators, colleges and others desiring to make use of this field should address Mr. Albert T. Bell, president Aero Club of Atlantic City, Atlantic City, New Jersey.

A Motor Run to Atlantic City

ALL motorists will be glad to exchange the atmosphere of the city for the more bracing air of the Atlantic seaboard, especially when this change can be accomplished by travelling over good road surface; and the proverbial hospitality of Lakewood and Atlantic City are among the attractions at the other end.

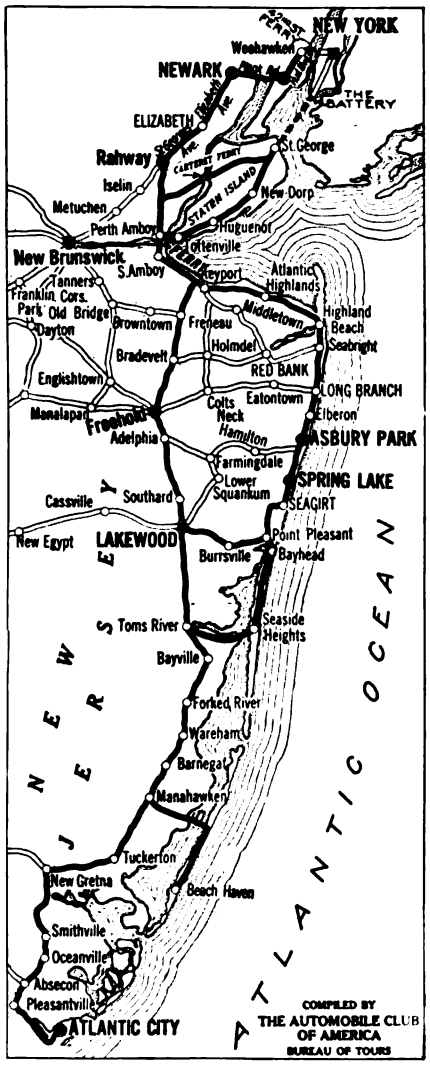
For the run to Atlantic City, two exits from New York are available; one by using the Municipal Ferry from the Battery to Staten Island, and running across the Island to Tottenville, from which point the ferry must again be taken to Perth Amboy; the other by the 42nd Street Ferry to Weehawken and thence southwards through Newark, Elizabeth and Rahway to Perth Amboy. The former route has certain advantages that appeal to many motorists, while the longer ferry trip across New York Harbor and from Tottenville to Perth Amboy are avoided on the latter.

Once beyond the Amboys, however, the combined route, as suggested, is by way of the Ocean Boulevard, which is reached over a few miles of rather indifferent road between South Amboy and Keyport in the vicinity of Morgan, but which amply repays this preliminary inconvenience by the magnificent views it affords as soon as the road, passing New Monmouth, reaches the Boulevard at Atlantic Highlands.

Rising over the Navesink Heights to Highlands, the route crosses the Shrewsbury River to Highland Beach and opens up a fine stretch of coastal scenery, as it pursues its winding course southwards by easy grades over good surface. These conditions prevail with sufficient variation in the aspect of the country traversed to make the trip interesting, down the coast through Seabright, Long Branch and Allenhurst to Asbury Park. About sixty miles from New York, this point makes a convenient stop for luncheon.

Continuing south through picturesque Ocean Grove, the smaller resorts of Bradley Beach and Avon are passed through and the route, making a right turn along the shore of Shark River in Belmar, leads past Como Lake Station to Spring Lake, a charming holiday resort. Just south of Spring Lake is Sea Girt, long noted as the scene of the annual rifle-shooting competitions of the Army and Navy; here the route takes a turn inland before it swings south again through Manasquan and Brielle to Point Pleasant.

From this point an interesting run may be made along the shore, by keeping straight south on Barnegat Bay through Mantoloking to Seaside Heights, but the main route turns west at Point Pleasant and proceeds through Burrsville and the land of whispering pines to Laurel Farms and Lakewood. This famous resort lies eighty miles from New York City by the Ocean Boulevard and shore road. Its leading hotels are well known to motor tourists and will undoubtedly be made a stop over. The attractions of Lakewood are many and varied; its sheltered situation gives it a temperature several degrees milder than that of New York and the town has been planned to include all the advantages of its characteristic pine woods and its pretty Lake Carrasaljo. Excellent golf-links are laid out in the grounds of The Lakewood Country Club, a short distance out of the town.



The route from Lakewood runs south on Madison Avenue, past the Lake and across the railroad to Toms River, where a road branches off to the left for Island Heights and Seaside Park. Crossing the river, however, the main route keeps straight on for Forked River and Waretown close to Barnegat Bay, where the views over the Bay to the Atlantic beyond are of an impressive character. The whole neighborhood now being traversed enjoys a high reputation among sportsmen for its shooting and fishing in season. A spot frequently selected as headquarters being Barnegat, the next place on the route.

Southwards of Barnegat is Manahawken, from which a road leads due east for the Island Strips, on which are situated Barnegat City and Beach Haven.

Running through Manahawken, the road now traverses a quaint and picturesque bit of country as it passes Cedar Run, Staffordsville and West Creek to Tuckerton, site of a powerful "wireless" plant, whose lofty towers are conspicuous objects across the meadows to the left of the road before the route turns inland for New Gretna.

Shortly after passing the church in New Gretna, a sharp left turn is made and a tract of salt-marsh traversed to the Mullica River which is crossed by a long bridge. At the Soldiers' Monument half a mile beyond the bridge, the road turns left through Port Republic and takes a winding course across the level country by way of Smithville, Oceanville and North Absecon to Absecon, where the Philadelphia road branches off to the right. Following the trolley tracks along Atlantic City Pike through Pleasantville, the route turns sharp left into the Boulevard and finishes on South Carolina Avenue in Atlantic City. This city, easily the most famous and popular of American Coast resorts, lies sixty miles from Lakewood, and 140 from New York.

Prudence suggests the advisability of making hotel arrangements in advance.

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The Early Days of the Club

By Frank W. Crane

Automobile Editor, New York Times

TWENTY years is not a long time, as the world goes, but measured by the progress and efficiency of the automobile it seems almost like going back to ancient history to record the beginnings of that strange vehicle, yclept, in more or less derision at its advent, "the horseless carriage."

No system of transportation, considered either from the viewpoint of pleasure or business, has ever made such phenomenal progress as the motor car. It was twelve years after the first steamboat made its successful run up the Hudson River in 1807 before a steamboat crossed the Atlantic, that honor being held by an American ship, the Savannah, which made the voyage from Savannah, Ga., to Liverpool, and this year is the one hundredth anniversary of the first transatlantic steamboat trip. The railroad, which came later, had to fight its way against old fashioned conservatism and opposition and it took years for the "steam horse" to link up the important sections of the country.

Then, toward the end of the last century, came the automobile—not 100 per cent perfect yet, but bigger, grander, more luxurious and more useful than was ever imagined by those who saw something of its future value and benefits twenty years ago or so.

Among those who had this broad-minded "vision beautiful" of the automobile was that little group of twenty-five men who met at the Waldorf-Astoria Hotel on the evening of June 7, 1899, to organize The Automobile Club of America. It was the pioneer club of motoring on this side of the Atlantic. It was more than that, it was the pioneer organization in the good roads movement which has since been adopted as a sound policy by every state in the Union. It was also the pioneer in providing racing contests, road tests, hill climbs, motor shows and all of the other features which contributed so much in those early days to the upbuilding of the industry and toward the approval of the public—in all of which the club has ever retained a keen interest although, with the immense growth of the varied automobile activities, its sponsoring care is no longer necessary in so direct a manner as in former days.

As one of those who, by the exigences of miscellaneous newspaper work, was brought into personal contact with many of the men who started the club because they believed in the automobile, it is pleasant to recall some of those primeval events during the time when The Automobile Club of America was first making its influence felt for the good of motoring, not only as a sport but in its wider field of utility. One needs not to be actually old, in respect to birthdays, to look back upon the start of automobiling in America but in remembering things apparently old, I can lay no claim to such a delightful age of reminiscences as that of New York's cheerful diarist, ex-Mayor Philip Hone or many others of worthy fame who have left entertaining records of the progress of the world in different localities.

I was an occasional visitor to the club's original quarters in the Waldorf-Astoria Hotel—two rooms, as I recall, on one of the upper floors, one a large room and a smaller one adjoining for a stenographer and clerical uses. There I met the first President of the club, George F. Chamberlin, one of the most genial of men, who saw things clearly and in a broad manner. In his premature death the club lost one of its ablest workers and advisers but his memory and good works will always be cherished. Mr. Chamberlin was ably assisted by Capt. Homer W. Hedge, the Club's first secretary, one of the friendliest of men and a thorough live wire. He, too, died early in life.

I also met at that time Mr. A. L. Riker, who is prominently identified with the industry as an inventor and engineer to this day; Mr. Albert R. Shattuck, the second President and in whose administration the club moved to its larger home, in 1901, on the second floor of the fine old house at the southeast corner of Fifth Avenue and Fifty-eighth Street, then known as the Plaza Bank Building; Mr. Jefferson Seligman, an enthusiastic patron of the horseless vehicle and one of the first to drive it through Central Park, of which more anon; Mr. Whitney Lyon, one of the original organizers of the Club and who issued the call for the first meeting; Gen. George Moore Smith, under whose management the early shows fostered by the club attained so much success, and Mr. Alan R. Hawley, whose faculty of always looking a little ahead has raised him several times well above the clouds and quite properly, into the presidency of the Aero Club of America, a vigorous offshoot of The Automobile Club of America and which the latter assisted in forming during the early days when the Wright brothers had proved that it was possible for a human being to fly.

Two others also stand out clearly, Mr. Albert C. Bostwick and Mr. David Wolff Bishop, two of the youngest members and among the first who imported fast French cars. They were keen sportsmen in the best sense of the word—gentleman racers—and they took great delight in beating each other's records, over the highways around New York City. Their early deaths deprived American motoring of two of its finest patrons.

The names of the twenty-five men who met to organize the Automobile Club of America on June 7, 1899, deserve to be remembered. As recorded in The New York *Times* the following day they were: Messrs. Whitney Lyon, George P. Cavendish, W. D. Walker, representing Charles R. Flint, William Gibson, Capt. Homer W. Hedge, J. I. Brandenberg, Dr. F. O. Hollister, R. Lloyd, Dr. H. Power, W. E. Buzby, Henry W. Strauss, T. L. Proctor, C. A. Leib, James E. Hays, F. S. Stevens, A. L. Riker, S. A. Valentine, A. H. Whiting, Dr. George Evans, Dr. E. C. Chamberlain, Gen. George Moore Smith, J. B. Hoecker, Jr., William H. Hall, George F. Chamberlin and R. H. Plass.

The comment was made that these men "are interested in the self-propelling carriage as a pleasurable means of locomotion." Mr. Chamberlin acted as chairman, Mr. Hedge as secretary and Mr. Buzby as treasurer.

It is amusing to read the notice issued by Mr. Lyon for the meeting as it throws an instructive light on the troubles which beset the pioneer motorists less than a quarter of a century ago and it leaves the suggestion that they were regarded by their more conservative neighbors as cranks who were trying to see how far they could go in following the latest fad of the day. The call for the meeting said:

"We need to organize for we feel that as a class we are down-trodden and need protection badly. We need

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protection from the Park Department. We also need protection from that being known as the 'bike cop,' who tries to stop our automobiles by grabbing them by the collar and telling us to travel so many miles an hour, and we need a stable or structure for our machines. I have been to many stables in New York to find a shelter for my machine but the keepers would not take it at any price. They considered it an enemy of the horse."

The work, so well started, went on apace and in August, 1899, The Automobile Club of America was duly incorporated in New York State, the nine signers appearing as directors being: Messers. Frank O. Hollister, Walter E. Buzby, Whitney Lyon, George F. Chamberlin, Homer W. Hedge, William H. Hall, George Moore Smith, V. Everit Macy and Charles R. Flint.

The next progressive step was on October 16, 1899, when the members met in their hotel rooms to ratify the constitution and choose permanent officers. The New York *Times*, in its account, said that the club "promises to be a large and influential body," a prediction which has been verified, doubtless to a greater degree than the writer could have imagined at the time.

Mr. Chamberlin presided and it is interesting to note in his statement to the members the breadth of view he entertained for the future of motoring in this country and the concise manner in which he enumerated the various forms of activity for the club to pursue in order to make the organization a success and to help the growth of automobiling for the community in general. The report of the meeting says:

"Mr. Chamberlin pointed out the necessity for the early choice of a permanent club-house and the completion of arrangements for storage houses, depots for the charging of vehicles, repair shops and the engagement of skilled help. The club, he said, would be made a common center for an exchange of views. He suggested, too, that the members should organize and encourage exhibitions, not for monetary gain but for the benefit of the club members and promised New York an automobile exposition late in the Winter or early in the Spring. He advised the appointment of a Legislative Committee to prevent the passage of unjust laws and to advocate and uphold good laws. He also advocated providing for tours, runs and contests."

It was also announced that the Automobile Club of Great Britain and Ireland and the Automobile Club of France had offered to extend reciprocal courtesies.

The list of officers shows that Adjutant General Avery D. Andrews was named President and Mr. Chamberlin, Vice-President. The selection of Gen. Andrews was an honorary one and he so considered it and Mr. Chamberlin, while occasionally referred to in the newspaper accounts of the club doings as Acting President, presided at the meetings and was recognized as the President of the club. As such his name heads the list of presidents in the club year book. Mr. Hedge was chosen Secretary and Mr. Macy Treasurer, but the latter a few days later requested that the directors relieve him of the office and Mr. Buzby become the first Treasurer of the club.

Being thus a going concern, the first important act of the club to justify its existence before the public was to hold an automobile run, which came off on Saturday, November 4, 1899. It was the initial run held by the club and the first motor car parade ever seen in New York City. Over thirty machines were in line, chiefly electric as the horseless vehicles in America ran to that type during its infantile days, although the little steam Locomobile and the six horse power gasoline Winton carriage were coming rapidly into favor.

The parade started from the Astor Court with a band playing and was watched with mingled feelings of curiosity and trepidation by the general public which was betting on the number of horses that would run away to the injury of property and human life. To the surprise of the conservatives nothing like this happened. One horse, it is true, was reported as having shied but was quickly pacified. The parade went up Fifth Avenue to Harlem at Mount Morris Park, up to 130th Street, down St. Nicholas Avenue to 113th Street, to Seventh Avenue, to 110th Street, to Eighth Avenue, to 106th Street, then over to Riverside Drive to the Claremont restaurant, where the motor paraders had lunch, after being reviewed by Gen. Andrews, near Gen. Grant's tomb.

"With the exception of a punctured tire there was not a single incident to mar the proceedings," said The New York *Times* on the following day, showing that tire troubles began early and, like the poor, have ever remained.

A list of the paraders and the cars they drove was published. Among these original motorists in the metropolis were George F. Chamberlin with S. G. Valentine, Winton gasoline; Whitney Lyon and Gen. George Moore Smith, Locomobile; Winslow E. Buzby, electric Victoria, Alan R. Hawley and Miss Hawley, electric phaeton; A. L. Riker and W. G. McAdoo, electric brake; A. L. Whiting, electric trap; A. R. Shattuck, Locomobile; J. A. Blair and Miss Blair, electric carriage; W. H. Hall, Waverly electric; Dr. E. C. Chamberlain, electric hansom, Langdon Barber, Locomobile, and Alexander Fischer, steam carriage.

Prior to this spectacular demonstration The Automobile Club had added to the gayety of the newspaper columns through the efforts of a few of the bolder members to penetrate Central Park by automobile. On the walls of the club rooms are some photographs of these cars which appear ludicrously uncouth today. It was no easy job and for nearly two months the papers were filled with news items of arrests for disorderly conduct, appearances in police courts, hearings before the Park Board and other legal difficulties before the sharp visaged custodians of law and order, in the city, accepted the inevitable and allowed the motor vehicle to run in peace.

Winslow E. Buzby was the first to feel the hand of the law. Late in October, 1899, he was arrested and charged with disorderly conduct for entering the park with his electric carriage. The head of the Park Board, Commissioner George C. Clausen, took a hostile attitude from the start to the progress of the automobile on city thoroughfares. It is pleasant to see that enlightened public opinion did not share his view of the case as evidenced in an editorial in The New York *Times* of October 30, 1899, saying:

"In the very near future everybody except the writers and students of history will have forgotten that efforts were ever made to exclude self-propelled vehicles from any public highway. If the Park Commissioners were wise they would gracefully withdraw themselves and all obstructing rules and regulations from the route along which the irrestible Sequence of Events is headed, for to remain in the way is to tempt Fate the Flatterer. Everybody to his taste, however, and if President Clausen and Capt. England are enamored of hopeless fighting they probably couldn't do better than try a fall with what is to be the almost universally used carriage of tomorrow."

Capt. England was in charge of the Park Police squad at the Central Park Arsenal.

A hearing on Mr. Buzby's arrest was held before City Magistrate Willard H. Olmsted on October 31, in the Yorkville Police Court at which Capt. England tried to show that the charter of Greater New York in its rules for the parks, prohibited anything not drawn by horses. This was at once proved ridiculous by a reading of the clause which stated that:

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"The drive shall be used only by persons in pleasure carriages, or bicycles or on horseback."

Magistrate Olmsted made no legal quibbles but held that automobiles were pleasure carriages and dismissed the case. Commissioner Clausen, evidently somewhat non-plussed, is reported to have remarked: "The day of the automobile is coming but it should come intelligently." Among those appearing on behalf of Mr. Buzby were Mr. Chamberlin, Mr. Lyon and Mr. Bostwick.

In an effort to show Commissioner Clausen the error of his ways, Mr. R. A. C. Smith, recently Dock Commissioner, who had been driving an electric automobile for a few months invited the Park Commissioner to take a ride with him and the result was humorously described in The New York *Times* on November 14, 1899.

"Last Sunday, November 12, visitors were priviliged to behold a remarkable and inspiring spectacle. First came a mounted Sergeant of the Park squad, following was the automobile carrying Messrs. Clausen and Smith, with a mounted policeman on either side and bringing up the rear were three more officers on horseback. They had been ordered by the Commissioner to be on hand if any runaway should occur. When it was seen that Admiral Dewey was not in the automobile, the most general explanation seemed to be that a bank president had been arrested and was being taken to the station house."

It was also mentioned that the Commissioner said he was delighted with the ride although, due to a broken pin near the end of the trip, both Mr. Smith and Mr. Clausen had to walk home.

Perhaps, as a result of that genial experience, Commissioner Clausen soon after issued permits to drive their automobiles in the park to Messrs. Smith, Jefferson Seligman and Isaac L. Rice. He marred his good work by revoking the permits of Mr. Seligman and Mr. Rice on December 15, 1899, on the ground that hired drivers were operating their cars in the Park. Mrs. Rice was in the carriage at the time her car was stopped. The owners said their drivers were experienced in the handling of the electric vehicles and Mr. Rice threatened to bring suit against the Commissioner. The difficulty finally simmered down and eventually the automobiles got their proper rights.

"The members of the Automobile Club," said an editorial, "need only be persistent and they will get their rights without any great amount of trouble. They have the logic of facts on their side and against that who can stand?"

The first annual dinner of the club was held at the Waldorf-Astoria hotel on the evening of April 2, 1900. Over 100 members were present, the guest of honor being Gen. Nelson A. Miles. Mr. Chamberlin presided and among the well known names mentioned in the newspaper account were those of Col. John Jacob Astor, Charles R. Flint, Col. A. A. Pope, ex-Mayor William L. Strong, A. R. Shattuck, who was chairman of the Good Roads Committee, and Julian Hawthorne. National highways was the chief subject discussed and Mayor Strong urged the State of New York to build a modern highway from the metropolis to Buffalo.

On the Saturday prior to the dinner, namely, March 31, a new record had been made in a club run from the Waldorf-Astoria Hotel to the Ardsley Club and it was pleasantly referred to in the dinner speeches. I had the good fortune to be the only newspaper man on that run, being the guest of George F. Chamberlin who had kindly invited me to make the trip with him in his six horse power Winton car. It is one of the most cherished memories I have of many varied automobile recollections. The Winton was a high wheeled affair, controlled not by a wheel but by a side bar attachment and the high seat accommodated only two. It was a pleasant day and a charming trip, although the motorist of today would regard it as slow going. The new record was made by Samuel T. Davis in a specially built Locomobile who made the run in 1 hour and 17 minutes. C. S. Weston and Frank Stillman, Jr., in a new nine horse power Winton came second in 1 hour and 25 minutes, David Wolff Bishop was third and close behind him came President Chamberlin, his time being 1 hour and 29 minutes. Among those on the run were Albert C. Bostwick, Gen. George Moore Smith, A. R. Shattuck, Dave Hennen Morris, George Isham Scott, who had a DeDion tricycle, Jefferson Seligman, A. L. Riker and J. C. McCoy.

It was a merry luncheon that these jovial road tourists had in the grill room of the Ardsley Club and although all the starters got there, there were many good-natured jests at the expense of the engine troubles and their mishaps of the late arrivals. The return journey was equally as pleasant and successful, but I can still recall that for some time after alighting from the high seated Winton I had a sensation very much akin to that which a person feels when leaving a boat after a short but moderately rough trip.

A Short Automobile Trip in Florida

ONE of our members, Mr. Robert Bruin Craufurd, kindly furnished some details on his recent trip through Florida.

I found the trip from Jacksonville to Miami a very pleasant one. Starting in the morning from Jacksonville, I crossed the St. Johns River by ferry, arriving on a brick road through the town of Bayard on to St. Augustine, where I had lunch after a forty mile drive. Hotels very good, also garages. Started on brick road to Elkton, where the road surface became a little rough, getting worse through Hastings, and bad from there to Ormond; there is no danger of "sticking," the road is just worn out. From Ormond to Daytona, the road is fine either inland or on the beach at low tide. I remained over night at a comfortable hotel, after a day's run of 114 miles. On through Port Orange, New Smyrna, Oak Hill, a very fine ride, and the roads good, plenty of palms and beautiful scenery along the Indian River to Cocoa, where I lunched at a good country hotel, after covering 67 miles; then on through Rockledge, Eau Gallie, Milbourne, Tillman. Good roads and fine scenery, with orange groves numerous, to Malabar, Sebastian, Quay Gifford on to Vero, where the roads were rough, to Fort Pierce, from there to Palm Beach, fine macadam roads, passing through Jenson Stuart, Salerno, Gomey, Hobe Sound, Sikely, Jupiter, West Palm Beach, Palm Beach, 200 miles. It appears that one should write ahead for rooms at the Breakers or Poinciana, as I was unable to get a room at either hotel, and was treated in a most discourteous manner, but found a hotel on the same side of the lake, which was very good, and where I remained two months. I also found that the garage at Palm Beach was high in price; but one wishing to remain in Palm Beach, can find plenty of reasonable garages in West Palm Beach, only a short distance away. The run to Miami is 70 miles, over a fine macadam road, and is very enjoyable.

There are many fine side trips around Palm Beach through the orange groves and pineapple farms.

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The Country Clubs in 1919

The outlook for the coming season among the Clubs of the Metropolitan District

By "the Runner-Up"

CLOSE on the heels of army and navy life is coming a period of revival in sports that will astound the strongest advocates of life in the open. Returning fighters, conscripted from physical unfitness, are just beginning to realize the promised land of the great outdoors.

In Great Britain, where many outdoor pastimes had the start of a generation on this country, it is being sensed for the first time that sports are the most effective antidote against strikes, regardless of their healthful influence. In this country the National Baseball Federation, the premier sandlot organization, recently asked for Federal control of all sports, and only lately a bill was introduced in the New York Legislature by a Bronx Assemblyman, providing for the construction of and maintenance of elevated parks and playgrounds in New York streets, with tennis courts, baseball diamonds and running tracks.

The coming season will see practically all of the annual sporting championships, the country over, reinstated. War reconstruction work will be too great to permit of international contests before 1920, although a small invasion of Canadian forces is forecasted in several sports.

Golf, as in the past, will constitute the backbone of country club life, with tennis, trap shooting, cricket, lawn bowling, croquet, archery and others following closely in substantially that order. A census, two years ago, when the United States stood on the brink of war, showed 136 public, semi-public and private country and golf clubs thriving in the Metropolitan district, and, with the strong appeal that the "royal and ancient" makes to the disabled soldier, the hold of that game promises to be tremendously increased within a couple of seasons.

As Arnold Haultain says in his memorable golf volume:

"Three things there are as unfathomable as they are attractive to the masculine mind: metaphysics, golf and the feminine heart. The Germans pretend to have solved some of the riddles of the first named, and the French have unraveled several of the intricacies of the last, but will anyone tell us wherein lies the extraordinary fascination of golf?"

And somehow, along with that observation, comes the memory of another, very different, made by Montague Glass, something as follows:

"And how about gollef?" Birsky asked.

"I got no kick about gollef, Birsky," Zap responded. "If my competitors only devote enough time to it, Birsky, I am satisfied."

At this date it is hardly necessary to demonstrate how widely the sport is becoming diffused; suffice it to say that a chain of hardware stores, last winter, installed indoor golf schools, and it is now possible, thanks to psychology and pedagogy, to pay for lessons according to the pupils' progress, as indicated by their handicap ratings.

A dozen years ago golf was classed, like yachting, as a rich man's sport. Now it is the most generally diffused of games, hardly excepting even baseball. New York has five municipal links, and Chicago seven virtually free courses. Last season, when the nominal fee of $1.00 was increased at Van Cortlandt Park, a petition was speedily sent to Governor Whitman, and the Spokane Chamber of Commerce protested when the links fee there, owing to war demands, was doubled, although it was only a matter of a few cents.

Only a few years ago a bank or corporation would as soon have thought of leasing a church or a hospital as a country club, yet several establishments are now monopolized by the employees of a single concern.

In the early days of the game a few wealthy families had miniature putting courses on their estates hardly bigger than croquet grounds. Although they were dignified by the name of private links, they were scarcely a patch upon such stretches (including sumptuous buildings) as the home courses now maintained by Daniel Guggenheim, at Port Washington, Long Island; Cyrus H. K. Curtis, near Philadelphia, and the late William B. Plunkett, known as "Kilkare," at Hartwellville, Vermont. Then there is the late F. W. Woolworth's course on Long Island. The accomplished Advertising Association players recently fought a championship at the Curtis course, while the cream of American professionals a couple of years ago found 295 was the best that could be done for 72 holes at "Kilkare."

THE ARDSLEY CLUB, ARDSLEY-ON-HUDSON
One of the earliest of the Country Clubs of the Metropolitan District and still a favorite

It is related that one of the private promoters just mentioned lost count after 28,000 stumps had been pulled out of the ground that to-day constitutes his course.

Clarence Geist is credited with spending half a million dollars in reclaiming the Seaview course at Absecon, New Jersey, from the ocean, and the new Oak Ridge Club at Tuckahoe is believed to represent the personal expenditure of a single New York enthusiast.

Nine holes are commonly supposed

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to constitute the least possible golfing equipment, but many clubs are willing to cling along fractionally. The Silver Spring Country Club, near Providence is contenting itself for the time being with six, and the same is true of the General Electric Company players at their rendezvous on Association Island in Lake Ontario.

The Lloyd's Neck Club at Huntington is the most important of the newer promotions. It will go in strongly for the encouragement of aviation as a sport. There is to be a polo field and a mile race course beside an 18-hole golf course, covering 6,000 yards, which is already surveyed. Yachting is to be a feature. The property covers 260 acres facing Long Island Sound, a few miles from Oyster Bay and Huntington. It is within forty miles of Queensboro Bridge, and is connected with the city by fine motoring roads. A fresh water lake of ten acres is included in the grounds.

THE BEAUTIFUL COLONIAL CLUBHOUSE OF PIPING ROCK CLUB

Mr. Reginald C. Vanderbilt is president, Mr. Harry Payne Whitney and Mr. Lawrence L. Gillespie vice-presidents, Mr. Samuel Willets secretary and Mr. Henry Sanderson treasurer. Mr. Alan R. Hawley, President of the Aero Club of America, is one of the most active members.

The Ardsley Club completed the extensive changes on its links, making it virtually a new course, a year ago, but the war prevented outsiders from familiarizing themselves with the vastly improved stretch. There are now few sportier courses to be found anywhere.

The Blind Brook Country Club near Port Chester opened its new property so quietly last fall because of the war that comparatively few outsiders are yet aware that it has gone into commission. Many of the nearby Apawamis tribe are members. The name is taken from the brook that winds along but doesn't cross the estate. Few hazards have yet been added. The playing length is 6,200 yards. Large tees will permit of altering the stretch. There are to be no women members. A four-mile view from the piazza commands Long Island Sound and Long Island.

On the other side of the Apawamis Club at Rye now lies the Green Meadow Country Club of Harrison, which dates its full blown existence from last July, although the outer world has not yet been bidden for a peep at the newcomer. Its meadow stretches boast several brooks which border ten of the eighteen holes. There is a lake, a pond, an island hole and an Indian mill among the landmarks. The course normally measures 6,200 yards. By using the back tees, close to 300 yards additional can be gained.

The Woodway Country Club of Stamford nestles among the hilly region near Stamford. Its links cover 6,430 yards, and can be stretched to 6,630 yards. The Noroton River runs through the course, cutting it almost in half. There are so many natural hazards, only seven artificial additions had been made up to last winter. Because of the war, two buildings on the property were remodeled and connected to serve as a temporary home. A pretty lake close by will provide summer and winter sport, and tennis is to be second only to golf. Several of the leading charter members were formerly prominent in the Wee Burn Country Club, but there is no connection between the two.

Brooklawn, Bridgeport's biggest club, although 24 years old, has its first important fixture, outside the Connecticut championship, in June, when the Metropolitan amateur championship will be held there. The organization finished a spacious, up-to-date home three years ago. The course, while not greatly altered of late, has been improved in numerous ways, especially trapping.

The Fairfield Country Club, a new organization, has leased from the town of Fairfield 2,500 feet of shore property facing Long Island Sound for 200 years, on condition that 1,900 feet be thrown open as a public park and the balance be used for sport purposes. The club is to have a half million dollar links with an initiation fee of $1,000. The course will draw especially upon the wealthy residents around Sasco Hill and Southport.

What is popularly known at present as the Links Club will eventually have on the backbone of Long Island, reached by the Shelter Rock Road, a course of exceptional quality, but definite details are not yet available.

One of the biggest jobs in progress is the new course for the Morris Country Golf Club. Only one hole of the old eighteen, near Convent Station, has been used in its entirety for the new stretch, although parts of three others are included. As the Club House was burned a couple of years ago, it will now be possible to locate the whole establishment on the 300 acres it owns beyond the railroad tracks. The work of filling swamps, cutting down woodland, blasting rock, etc., began three years ago. A polo field is to be a new feature, and tennis facilities will be greatly increased. Since the fire, members have been occupying a fine old mansion near the burned building, which is ample just now, but will eventually prove too small. Within a couple of years a spacious structure will be begun on top of the highest hill on the property, to which a macadamized road connecting with the main boulevard from Morristown is to be built.

Last summer the Sleepy Hollow Country Club bought 600 acres of land adjoining its property from Mr. William Rockefeller, which will sooner or later be largely used for golfing purposes. Whether nine or eighteen holes will be added remains a question which would doubtless have been answered before this but for the war. The present difficult but attractive course involves too much climbing to suit many, so it is possible a radical revision of the old links will be made in addition to a new stretch.

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Baltusrol, with 750 members, naturally needs a second eighteen holes and the new course has already been financed. The labor question will largely decide when the construction will be started. The organization last fall bought 140 acres to the south and east in addition to the 24 acres and clubhouse previously owned. According to present plans, nine of the lower holes of the old course, together with nine new greens to be located on a 65-acre plot bordering on the Westfield High Road, would constitute the east course. The nine upper or hillside holes supplemented by nine new greens on 70 acres of rolling land to the south of the present new 10th and 11th greens, would make up the south course. Three new holes were temporarily tried last fall and then closed for the winter to spare the turf. The shifts do not change the par, but they make play more difficult. One of those changes cuts out the famous island hole.

Strictly speaking, the new Engineer's course on the North Shore of Long Island is not very different from the prospect it presented when it went into commission last July in unfinished shape. Last season, however, owing to a most regrettable fire, the club had only makeshift living quarters, while the Willets stable and garage were being converted into a clubhouse and an addition built. Occupying rolling country near Roslyn, with a stretch of 6,508 yards, it is regarded as the most important golfing venture to date, to be devoted to one profession.

So few golfers have yet seen or tried the Lido course at Long Beach, it might almost be referred to as a new course, and possibly the most difficult in the United States, although the minor changes put through there since last summer have been rather along the line of making it less exacting. The alternative ways of playing many of the holes make the round unusually attractive.

THE SLEEPY HOLLOW COURSE HAS UNEQUALLED VIEWS OF THE HUDSON

The Siwanoy Country Club lately arranged to acquire its land through each member buying $1,000 worth of stock. It is proposed to develop the already excellent links into one of exceptional quality.

The Jamaica Country Club, occupying the old France farm, has voted for an eighteen hole course, which will involve rearranging and changing the present nine holes. The land thereabouts is far hillier than is common on Long Island. It is doubtful if play will be possible the approaching season over the second nine holes.

Hollywood Country Club has practically rebuilt its course within a year. Every hole is now new. Each has two tees, so one can play from the front over 6,103 yards or from the back tees covering 6,650 yards.

The Lake Hopatcong Country Club, Sussex County, was lately incorporated.

Among other recent incorporations is the exclusive Miantonomah Club which will occupy Manursing Island at Rye in the Sound, so near the State lines, it is hard to say whether it is in New York or not. Every sort of sport will eventually be on tap there.

The reorganized Yountakah Country Club of Nutley is to remodel the Larkin mansion to replace its old home burned a year ago; under the new co-operative plan every member is a part owner in the 121 acres of property. With the additional land secured, holes can be laid out that will bring the playing length to 6,300 yards. With its frontage on the Passaic River, aquatic sports are to be introduced.

Although it requires a real stretch of imagination to place the Atlantic City Country Club in the Metropolitan district, it is widely if not universally so considered. The organization with its recently enlarged home providing for dances and musicales and its now well bunkered and trapped course, over which the ocean breezes perpetually sweep, constitutes an alluring proposition. Work on its second eighteen holes, which for two years has served as a war garden, is about to begin in earnest.

Spring Lake's course on the Jersey shore has been completely rearranged and for the first time adequately trapped. It is intended to please summer stayers without being unduly easy.

The Shackamaxon Country Club is widely regarded as the most animated of the New Jersey propositions, although up to the war that trade mark was merely a name. Its eighteen hole course, owing to the scarcity of labor, is mainly the product of dynamite blasting.

THE LARGE GALLERY AT A MATCH ON ONE OF THE LONG ISLAND COURSES

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The reorganized St. Albans, perhaps the liveliest of the newer Long Island clubs, will throw its tournament cap into the ring for the first time in June. The course covers about 6,200 yards.

The Oakland Golf Club, following the fire that destroyed its club house more than a year ago, has built a new home by units, to which wings will be added. The entire links has been remodeled, only three of the eighteen holes remaining as before. The idea has been to readjust in the interest of the short players, provision being made for a short and long carry from every tee.

The Douglaston, Long Island, Country Club, occupying the Douglas mansion, 140 years old, has lately been reorganized. Chas. B. Knight is now president. All sports will soon be conducted on a larger scale.

The Suburban Club of Elizabeth hopes to soon extend its course to 18 holes, negotiations being in progress with the owners of adjacent lands. The membership limit is set at the low total of 150.

The Lakewood Country Club has not yet actually acquired the de Forest place near its old home destroyed by fire, but the deal is not unlikely to go through. The property, covering 16 acres, overlooks Hyerwood brook, crossed by several rustic bridges. The house is surrounded by beautiful trees. Not much rearrangement of the course would be necessary in case the transaction is completed.

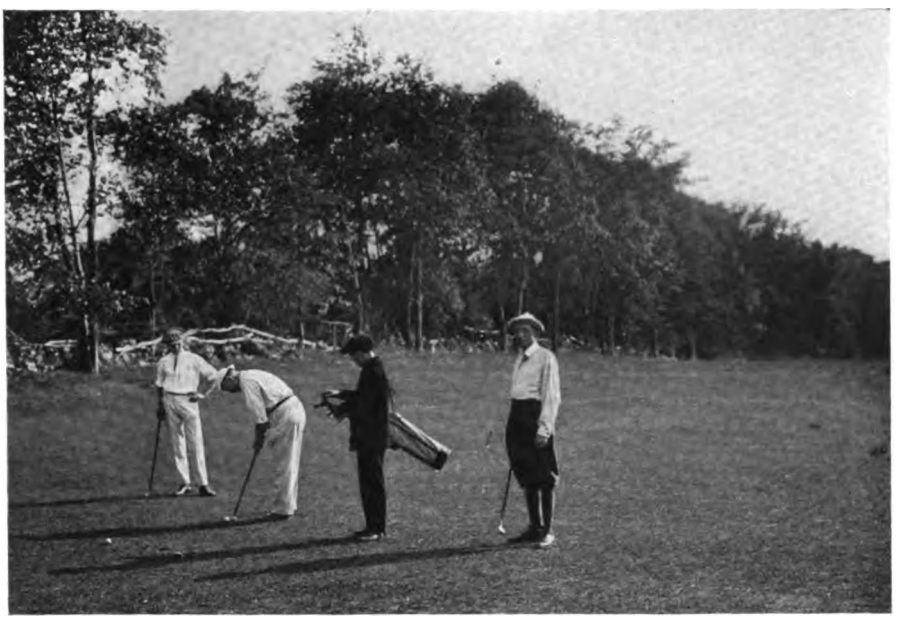
Although there are several golf courses only a few miles from Asbury Park, notably Deal, that place is stirring for a club of its own. A special committee of the Chamber of Commerce took up the matter last season, but the pressure of war delayed negotiations for the one time private nine holes course on the Asbury-Belmar estates. There is a club house on the property, which is over rolling ground, with several natural hazards, near the Shark River.

The Norwood Club, near Long Branch, will be forced, owing to fire, this spring, to seek temporary shelter.

The Deal Beach Country Club, which is to hold the New Jersey State Championship in July, is making radical changes on three holes, which may not be complete much earlier.

The Massapequa Golf Club has definite plans for nine additional holes to the westward, which will eventually afford a playing distance of 6,000 yards.

The Woodmere Country Club has recently been raising its fairways to keep out salt water, a layer of sand being utilized, covered by top dressing.



ON THE LINKS AT GEDNEY FARM

The Wheatley Hills Country Club has been making great strides of late, and is now engrossed with the project of a new locker building.

The Marine & Field Club, one of the oldest of Metropolitan organizations, will soon enjoy playing over several new holes where winter rules have thus far been in force. The additional length of approximately 650 yards includes one hole of the defunct Dyker Meadow Club.

The Great Neck Golf Club is busy on the preliminaries of its second 18-hole course. By its recent purchase of land, it will not much longer be necessary to retain a single hole on leased ground.

The North Jersey Country Club, one of the many to suffer from fire within a year, has weathered the crises well. The locker room, professionals' quarters and stable were saved, which materially helped. The membership has lately gone in for swimming and handball, and but for the fire would have been free of debt. Its home will soon be replaced.

The Essex County Country Club is now fairly in possession of its new 18 holes course atop Orange Mountain, which was so unobtrusively opened last fall with a war dinner match. It marks a great advance upon the rather narrow old course in Hutton Park.

Bridgeport has a comparatively new organization in the Black Rock Country Club.

The Cherry Valley Country Club not being able to better its Garden City course much has made extensive improvements in its house.

The Essex Fells Country Club lately added two new holes, affording a course of about 6,000 yards.

The Huntington Golf and Marine Club is installing bunkers, which the course has lacked hitherto. This organization has planned further improvements. Next fall five new holes will be added to the links, a like number of the old ones being eliminated. The changes will increase the playing distance by 300 yards, bringing the total to 6,500.

The Sunningdale Country Club transferred itself from Mount Vernon to Scarsdale last season, opening nine holes as a starter. The full eighteen holes, covering 6,400 yards, is now in commission. They occupy a rather lofty plateau midway between the St. Andrews and Scarsdale Clubs. The varied topography thereabouts has been utilized to an unusual degree.

John M. Ward, former baseball and present golfing crack, has for years advocated a club on the South Shore around Babylon on a much more comprehensive scale than heretofore attempted. A tentative organization has finally been formed by Bay Shore residents under the title of the O'Co'Nee Country Club Association, with a capital of $15,000. The start will be made with the old nine hole course near the salt water canal.

The North Hempstead Country Club at Port Washington last fall bought the land it occupies on Flower Hill road. The members, with their own hands, uprooted and carted away several tons of rocks.

The Scarsdale Country Club is among those rounding out minor house and course betterments that were cut short last season, owing to the scarcity of labor. Just recently, the Club has had the misfortune of a second visita-

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tion from fire which again swept away its home.

The Fairview Country Club is completing its extensive links improvements of last year, which included nearly every hole.

The sweeping changes outlined at the Englewood Country Club before the war still hang fire, but will soon materialize. A concrete dam lately finished provides a water hazard of consequence and minor stiffening of the course will soon be apparent to visiting players.

The Wykagyl Country Club has not yet been able to proceed with the various plans long formulated for an expansion that would provide a second course of nine holes to be speedily increased to 18. An exchange of road frontage for more remote land, long outlined, would permit of adding 60 acres, permitting of an increase in membership.

The Fox Hills Golf Club has been principally engaged lately debating as to the best playing order for its course. The object is to escape the monotony of crossing the same road four times in succession, coupled with the desirability of securing five strong holes for a finish.

The Mount Vernon Country Club last season took over the nine hole links of the Sunningdale Country Club, originally laid out by the Siwanoy Country Club, and is installing many minor improvements.

The White Beeches Country Club (formerly the Haworth) may soon add to its property and even a new club house is not out of the question.

Thus far, the plan to organize a club to take over the Queensboro (semi-public) links at Astoria has not borne fruit.

All this activity among the clubs around New York City is equalled by that of organizations in all parts of the country and the American people will become even more then before, lovers of every form of out-door sport. This development will mean much for the future of our country and to the war must be given much of the credit.

A Week End in the Foothills of the Catskill Mountains

A COMPREHENSIVE tour by automobile through the Catskill Mountains covers almost too great a distance to be made in a week-end run. Three or four days can be enjoyably spent on a trip through this scenic district, but it is possible to traverse some of the most attractive country in southern New York, within the limits of a week-end outing by approaching the foothills of the Catskills by way of the valleys of the Ramapo and Neversink, in Orange, Sullivan and Ulster Counties.

This trip, as outlined by our Bureau of Tours, covers a distance of 263 miles, with Kingston as the night stop, and an available extension of thirty or forty miles farther by including the scenic circuit of the Ashokan Reservoir.

Broadway is followed north to the Harlem River at Kings Bridge, and the Albany Post Road taken through Yonkers to Hastings-on-Hudson, seventeen miles out. Continuing on the Post Road, Dobbs Ferry and Irvington are passed through for Tarrytown, where the Hudson is crossed by ferry to Nyack.

The route from Nyack ascends the hill, and, running through West Nyack and Nanuet, enters a pleasant open stretch of country, as it leads west by way of Spring Valley to Suffern.

With a right turn in Suffern, the route follows a winding course through the Valley of the Ramapo, via Ramapo, Sloatsburg, Tuxedo and Southfield, and, swinging left through Harrimans and Monroe, runs amidst wooded hills to Goshen. From this point, magnificent views of the Huckleberry Hills and Shawangunk Mountains are obtained, as the route taking a winding course through a hilly section, approaches Middletown and Cuddebackville, the most westerly point on the trip, eighty-nine miles from New York.

At Cuddebackville, a sharp right turn is made and we continue through Port Orange and along the Neversink Valley, crossing the Sullivan County Line to West Brookville, and continuing thence across the country through a region of unusual attractiveness.

The connection between Middletown and Wurtsboro, by way of Fairoaks, Bloomingburg and over Bloomingburg Mountain, is a means of shortening the route somewhat and is a thoroughly satisfactory alternative. The road surface is good macadam the whole way and there is some magnificent scenery; the views from the section between Bloomingburg and Wurtsboro, overlooking the valleys on both side for miles, with the mountains in the distance, are most impressive, while the climb over Bloomingburg Mountain, though steep, presents no difficulty.

After passing through a number of pretty villages, among which are Haven, Wurtsboro and Phillipsport, the road enters Ulster County at Spring Glen and passes through Ellenville to Napanoch, 103 miles from New York, overlooking the panoramic Rondout Valley. For the next ten or twelve miles, the route runs through the Valley as far as the vicinity of Kyserike, bearing left at that point for Stone Ridge and Marbletown and following the course of Esopus Creek through Hurley into Kingston, 137 miles from New York and practically midway along the round tour.

The trip from Kingston round the Ashokan Dam, is well worth making. It entails an additional thirty-five or forty miles over roads of excellent quality.

On the return portion of the tour, the route leaves Kingston by Broadway, crossing the ferry to Sleightsburg and continuing south along the west side of the Hudson through Port Ewen, and Esopus to Highland, and thence through Milton and Marlboro, following the trolley to Newburgh, a run of thirty-four miles. Here the ferry across the Hudson is taken to Beacon and the picturesque Fishkill Mountains are skirted as the route turns south for Annsville and Peekskill, twenty miles on, and continues on the Albany Post Road through Croton, Harmon, Ossining and Scarboro to Tarrytown. From here, the first portion of the outward route is reversed through Irvington and Dobbs Ferry to Hastings, and thence by Warburton Avenue to Yonkers and to the Club House on 54th Street in New York, by way of Broadway, completing a distance of 100 miles from Kingston and 231 miles for the whole round trip.

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OFFICIAL NOTICES

In Memoriam

RESIDENT

WILLIAM BRUCE-BROWN
Died December 21, 1918

FREDERICK G. BOURNE
Died March 9, 1919

CONSTANT A. ANDREWS
Died March 12, 1919

WILLIAM H. PLEASANTS
Died March 18, 1919

JOHN ROGERS HEGEMAN
Died April 6, 1919

Mrs. W. RATHBONE BACON
Died April 7, 1919

FRANK W. WOOLWORTH
Died April 8, 1919

NON-RESIDENT

ALVIN J. BELDEN
Died November 12, 1918

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mr. Norvin Hewitt Green
Dr. Miller Reese Hutchison
Mr. William Montgomery Lesher
Mr. Henry H. Jacobson
Mr. John M. Larsen

NON-RESIDENT

Dr. Morton R. Peck

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Mr. Ivan Caryll, Member of the Royal Automobile Club, London.
Mr. George Sykes, request of Mr. Tyler Morse.
Mr. D. Kingsley, Member of the Royal Automobile Club, London.
Mr. Edward Browning, request of Mr. Robert C. Hill.
Miss Ruth King, request of Mr. Julian W. Robbins.
Mr. David Bennett King, request of Mr. Eugene Southack.
Hon. Allen T. Treadway, request of Mr. W. H. Schoonmaker.
Capt. Wm. A. Moffett, U. S. N., request of Mr. Eugene Southack.
Lieut.-Com. Lee Hammond, U. S. N., request of Mr. Eugene Southack.
Mr. James Mills, Member of The Automobile Club of Southern California.
Mr. John M. Larsen, request of Mr. Edward Shearson.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate you may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
Apr. 10..	Herbert L. Aldrich	Publisher	H. M. Swetland	John J. Watson, Jr.
Apr. 12..	Theodore Schulze	Manufacturer	Wm. Boyce Thompson	John J. Watson, Jr.
Apr. 16..	Gillison C. Lott	Railroad Executive	Chris. Bambach	H. C. Rathbone
		NON-RESIDENT		
Apr. 16..	Albert Acuna	Importer and Exporter	Calvin T. Adams	C. M. Loeb

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Bureau of Tours Notices

The following have become subscribers to the Bureau of Tours:

Mr. Edward Armstrong, of Jamestown, N. C.
Mrs. Nat Atkins, of New York City.
Miss Lucy J. Atwater, of Poughkeepsie, N. Y.
Mr. F. N. Bain, of Newburgh, N. Y.
Mr. Walter M. Bennet, of Greenwich, Conn.
Mrs. Agnes E. Bennett, of Bayonne, N. J.
Mr. J. G. Beresford, of New Rochelle, N.Y.
Mr. P. N. Bournique, Milford, Pa.
Mrs. Benjamin Brewster, of New York City.
Mr. James Brown, of Short Hills, N. J.
Mr. R. Harry Cathcart, of Newburgh, N. Y.
Mr. E. W. Clark, of Philadelphia, Pa.
Mrs. F. A. Constable, of New York City.
Mrs. H. P. Erskine, of New York City.
Mrs. William Hamilton Harris, of New York City.
Mr. Peter Hauck, Jr., of East Orange, N. J.
Mrs. L. M. Hepburn, of Roanoke, Va.
Dr. George W. Jacoby, of Spring Lake, N. J.
Mr. G. L. Johnson, of Englewood, N. J.
Mrs. Edward J. King, of New York City.
Mr. Tucket H. Lawry, of Jersey City, N. J.
Mr. Carl F. Lomb, of Rochester, N. Y.
William Elder Marcus, Jr., of Upper Montclair, N. J.
Mr. E. W. Martin, of Providence, R. I.
Mrs. William Mason, of Brooklyn, N. Y.
Mr. Harry E. Mayer, of Baltimore, Md.
Mr. Samuel Haas Miller, of Bound Brook, N. J.
Mrs. Ellen Nevins, of Brooklyn, N. Y.
Mr. Fred R. Newbold, of Poughkeepsie, N. Y.
Mr. Robert C. Nicholas, of New Brunswick, N. J.
Mr. John G. Nicholson, of New Bedford, Mass.
Mr. James F. Parker, of Plainfield, N. J.
Mr. E. S. Perot, of Yonkers, N. Y.
Mr. Theodore Peters, of West Englewood, N. J.,
Mrs. Theodore Peters, of New York City,
Mrs. E. R. Phelan, of New York City.
Captain J. J. Phelps, of Hackensack, N. J.,
Mr. William L. Pierce, of Englewood, N. J.
Miss Anna J. Pierrepont, of Brooklyn, N. Y.
Mr. Lewis E. Pierson, of Westhampton, L. I.
Mr. Dan Fellows Platt, of Englewood, N. J.
Mr. Andrew J. Post, of Sound Beach, Conn.
Mrs. W. B. Rankine, of New York City.
Mr. William T. Rich, of Newton, Mass.
Rev. John D. Roach, of Fordham, N. Y.,
Mr. E. H. Rounds, of Buffalo, N. Y.
Mr. A. Rusch, of Monmouth Beach, N. J.
Mr. Frank H. Simmons, of Montclair, N. J.
Mr. E. H. Sneath, of New Haven, Conn.
Mrs. Florence L. Southack, of New York City.
Mr. F. H. Southwick, of Brooklyn, N. Y.,
Mr. Joseph H. Spafford, of Bedford Hills, N. Y.
Mr. R. T. Spencer, of Orange, N. J.
Mrs. Lionel Sutro, of New York City.
Mr. Richard Sutro, of Port Chester, N. Y.
Mrs. W. Edwin Thorp, of Brooklyn, N. Y.
Mr. Alexander Torrance, of Morristown, N. J.
Mr. J. H. Towne, of Mt. Kisco, N. Y.,
Mr. Charles H. Tyler, of Boston, Mass.
Mr. I. S. Vought, of Englewood, N. J.
Mr. Henry A. Van Liew, of Balustrol, N. J.
Mr. F. M. Van Houten, of Ashbury Park, N. J.,
Mr. Edwin S. Webster, of Boston, Mass.
Mr. Ross W. Weir, of Essex Falls, N. J.
Mr. Charles A. Wimpfheimer, of Long Branch, N. J.
Mr. R. W. Wingate, of Arlington, N. J.
Mr. C. Irving Wood, of Englewood, N. J.
Mrs. Cornelius Zabriskie, of Brooklyn, N. Y.

Will You Lend Your Car for a Few Hours?

THERE are at least 30,000 different men in uniform in New York each week. These men, after returning from overseas, want to see New York before they go back home and cannot afford to pay $2.00 or $3.00 for a regular sight-seeing trip.

The New York War Camp Community Service is organizing a "MILLION DOLLAR FLEET" of volunteer cars, and it is planned to run convoys of twenty or twenty-five cars each at stated times on several mornings or afternoons each week. A motor cycle policeman accompanies each convoy, which takes a route followed by the best sight-seeing busses.

The War Camp Community Service would appreciate it if any members of the Club could join in this work for the boys by supplying their cars for three hours at a time, once or twice a week.

In advising the organization of your willingness to assist, please give the days that would be most convenient for you to furnish the car. Communications should be addressed to the Motor Division, War Camp Community Service, 15 E. 40th Street, New York City.

High Prices for Used Cars in England

THE question as to the advisability of shipping an automobile to England at the present time or to rely on being able to obtain a suitable one secondhand on the other side is a matter of some speculation. The expense and red tape incidental to shipping is known, or is at least ascertainable from the Foreign Department of the Club, whereas accurate information on the alternative proposition is by no means so readily obtained.

Interesting light is shed on the subject by one of our Members who has just received actual figures from a friend in London, and who kindly allows us to quote from his friend's letter as follows:

"Knowing that you have, or had, a large Renault motor car in storage in London, and having observed that the prices of motor cars here have recently risen to a remarkably high point, I have thought that I would write and tell you of this fact in case you wished to dispose of your Renault.

"As an example of the high prices obtaining in London at the present time, I may say that Rolls Royce 1914 Chassis, which were sold new in 1914 for about £1,000 have recently been sold secondhand for £2,500 to £3,000, and a friend of mine bought a secondhand 6 cylinder Buick, a few weeks ago, for £950, that cost about £700 new in 1916."

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Starting the Automobile Industry in New York

John C. Wetmore

Automobile Editor of the Evening Mail

EVIDENTLY, I am either not as old as some think I am, or I am so old that my memory has become a bit hazy, so I must confess to not having any New York motor car trade recollections of the years 1898 and 1899, when The Automobile Club of America was in process of organization. Of course, I remember visiting its original headquarters in the Waldorf-Astoria and later its club rooms at 57th Street and Fifth Avenue.

The Club's first "long distance" run to Philadelphia, and the New York-Boston contest tour, which required a six-day schedule to complete, are vivid memories. So are those early race meets at the Guttenberg Track in Jersey, with Albert C. Bostwick in his Winton as the speed star par excellence.

Of course, I cannot forget the Club's promotion of America's first automobile show at Madison Square Garden in November, 1900, when so many of us "old timers" had our first motor ride on that circular track built around the exhibits, and my wonder at the climbing feats of the steamers on the roof.

Looking over the list of exhibitors at that first show, which I printed in 1914 in *The Evening Mail's* "Surviving Pioneers of Automobile Building," Show Special, I see that only the Autocar, Locomobile, Peerless, Waltham and Winton (gasoline); the Stanley (steam), and the Baker (electric) car builders are still manufacturing at their old stands.

The "Gasmobile" was built over at Marion, and the Riker electric at Elizabethport. The Locomobile shifted from steam and the National from electric to gasoline for its motive power years ago.

The earliest local motor car shops I remember are the Winton branch run by Perry Oliver over at Park Avenue and 57th Street, the Electric Vehicle Company's Salesroom on 39th Street, opposite the Metropolitan Opera House, with Louis Caswell and later Billy Burke in charge, and the Packard Agency, run by Adams and McMurtry (George Adams and A. L. McMurtry) in 60th Street, just west of Broadway. The Stutz, Eighth Street, automobile row came later with Ray M. Owen (Oldsmobile), Homan and Schulz (Rambler), Peter Fogarty (Northern), with A. L. Newton, now of Buick, as his sales manager, General John Cutting (Cadillac), Banker Bros. (Peerless), E. T. Birdsall (Deeauville), and E. B. Callaher, with another French car, whose name I do not recall. George Robertson's father had a garage on the Broadway course and on the course of Seventh Avenue; Smith & Matley established their foreign car mart after having started the Panhard at a little store in the middle of the block. The "Long Distance" was exploited in a made-over church building in 40th Street, west of Sixth Avenue, and Sidney B. Bowman exploited the Pierce and later the Buick in a store on 43rd Street, just east of Sixth Avenue, before he got the French car craze and shifted to the Clement Bayard. Will D. Cash sold a Philadelphia made car, the Larchmont, and later, as head of that department, the Ford, for John Wanamaker, succeeded by Gaston Plaintiff, the present Ford New York manager. De Dion Bouton motorettes were assembled and sold at a factory over in Brooklyn, near Glen Ridge.

Smith & Matley started the motor trade exodus to Broadway and were followed in order by Wyckoff, Church and Partridge (Deeauville and Stearns) and Lozier. Smith and Matley had a big place in the middle of the 56th-57th Street block and "W. C. P." and Lozier were respectively on the corners now occupied by the Times Square Supply Company and the Studebaker branch.

John T. Ranier, now building and selling motor trucks bearing his own name, is generally recognized as New York's pioneer automobile dealer, of those still in business, having been engaged in selling electric cars and trucks before The Automobile Club of America Show of 1900.

Incidentally, my first visit to a motor car plant and the first automobile story I ever wrote was when Samuel A. Miles sent me to interview Charles E. Duryea at his factory at Carteret, N. J., with instructions to "find out something about that thing they call an automobile and write about it," for *The Referee*, the bicycle paper he published and edited at Chicago, which later became *Motor Age*.

"Motor Days in Japan"

OUR readers will be glad to learn that Mr. Trowbridge Hall's delightful series, "Motor Days in Japan," is to appear in book form in a short time.

As soon as the first chapter appeared in MOTOR TRAVEL, last year, enthusiastic comment was received from all sides on Mr. Hall's fascinating descriptions of his adventures as a motorist in the out-of-the-way corners of Japan.

Mr. Hall has the distinction of being the first tourist to cover Japan thoroughly by motor car. Of course, many visitors make the conventional motor trip every year, following the stereotyped routes, visiting the scenes that are always suggested, and stopping at semi-Europeanized hotels. Mr. Hall determined to see the real Japan, of the more primitive sections, where the people continued the customs of the past, unspoiled by contact with the West.

In this quest, he traveled some thousands of miles on several of the islands that make up the empire, his ready pen recording the impressions of a keen and sympathetic mind, and his camera, selecting the little wayside incidents—men and women at work in the fields, children at their games, as well as the priests and temples, the gates and palaces that form the usual subjects for travelers.

Japanese residents of America were quick to recognize the importance of Mr. Hall's articles. The press of Japan expressed its appreciation for the friendly spirit that characterized the series, placing a high value on their usefulness in making the Japanese better known among Americans.

To promote international understanding and good feeling is the great need of the hour, and it is this important contribution that "Motor Days in Japan" will make to the two great powers of the Pacific.

Further details on the book will be given at a later date.

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1899 1919

20TH ANNIVERSARY of THE AUTOMOBILE CLUB OF AMERICA

CLUB HOUSE ON FIFTY-FOURTH STREET

A brief sketch of the Club's activities during twenty years

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The Automobile Club of America

THE Automobile Club of America was organized by the pioneer motor car owner of this city in the spring of 1899,—June 21st being the exact date. The call for the first meeting was issued by Mr. Whitney Lyon, and the place designated, the Waldorf-Astoria Hotel.

The first meeting revealed the need of an organization among the motorists to protect the interests of the new vehicle; prejudice and narrow-mindedness were rampant and the commercial interests opposed to the new method of transportation were powerful.

Among the men who formed The Automobile Club of America were many of New York's leading citizens and club men. In the new organization they were forming it was not their purpose to create another social club, of which New York already possessed so distinguished a group, but rather to build an association of wide practical usefulness, a working, fighting organization, whose aim would be to promote the interests of motor car owners from all angles.

The early officers and members of the Club built a strong foundation of practical utility, and it is on these lines that the organization has developed during the twenty years of its existence.

The earliest days of the Club were taken up with road tests of various types and makes of machines, long distance runs, hill climbing contests, starting and stopping experiments.

There was also a great deal of legal activity in resisting the efforts of park commissioners and public officials to restrict the operation of motor vehicles on public thoroughfares and in the parks.

When the first stage of motor car development had passed and mechanical improvement had made touring possible, the Club turned to the investigation of road conditions and the drafting and publishing of maps showing the best motor routes.

The backward condition of our highways was soon revealed, and the Club was one of the first organizations in the country to undertake the education of public opinion on this question. The results of the campaign waged by this and other public-spirited bodies are seen in the splendid systems of highways that have been built in the last two decades.

The early automobile shows promoted by the Club have proven of immense service to the industry, and it is not too much to say that the great exposition held in the Madison Square Garden and the 69th Regiment Armory this year is a direct successor of the show held in the Garden under the auspices of the Club back in 1901.

No sooner had the automobile appeared on the horizon than legislators,

RADIATOR CAP EMBLEM OF THE CLUB

local, state, and national, undertook to "regulate" the new vehicle. The car owner also became a favorite mark for new taxes, license and registry fees. The Club took a strong position on all bills affecting the motorist, insisting on fair treatment for all concerned, including the pedestrian. Through the activities of the Club's Law and Ordinance Committee, many obnoxious bills were "killed," and, on the other hand, much favorable legislation was approved and enacted.

Road racing, properly safeguarded, also enjoyed the support of the Club, and the beautiful Grand Prize Cup is an evidence of its interest in the sport.

The promotion of international relations among motor car owners was one of the objects of the organization, and when the "International Association of Recognized Automobile Clubs" was formed in Paris by the leading national motor clubs of the world, The Automobile Club of America was elected the sole representative of the United States.

The International Association brings its constituent clubs into close affiliation, and there is a complete exchange of courtesies and membership privileges between the several organizations.

The great national clubs that now make up the International Association of Recognized Automobile Clubs are:

Royal Automobile Club de Belgique, Brussels, Belgium.

Automobile Club of Canada, Montreal, Quebec, Dominion of Canada.

International Automobile Racing Association of Cuba, Havana, Cuba.

Kongelig Dansk Automobil Klub, Copenhagen, Denmark.

Royal Automobile Club, London, England.

Automobile Club de France, Paris, France.

Koninklyke Nederlandsche Automobiel Club, The Hague, Netherlands.

Automobile Club d'Italia, Turin, Italy.

Auckland Automobile Association, Auckland City, New Zealand.

Kongelig Norsk Automobilklub, Christiania, Norway.

Automovel Club de Portugal, Lisbon, Portugal.

Automobil-Club Roman, Bucharest, Roumania.

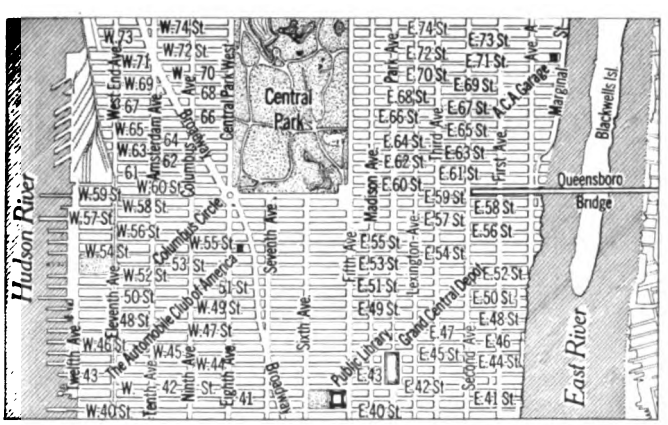
Real Automovil Club de Espana, Madrid Spain.

Kungliga Automobil Klubben, Stockholm, Sweden.

Automobile Club de Suisse, Geneva, Switzerland.

Th Automobile Club of America, New York.

In this country, as the use of the motor car became more general, many clubs were formed. Cordial relations have been established with some of the more prominent organizations,



THE CLUB BUILDINGS ARE CENTRALLY LOCATED
54th and 55th Streets west of Broadway, and 72nd Street east of Avenue A

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including the Massachusetts Automobile Club, Boston, Mass., the Automobile Club of Philadelphia, the Chicago Automobile Club, the Automobile Club of Southern California, Los Angeles, Cal., the New Jersey Automobile and Motor Club of Newark, N. J., and the St. Louis Automobile Club. There is a general exchange of courtesies between these organizations and the Club.

In recent years the Club has been represented in the activities of the National Highway Traffic Association, which is devoted to the study of highway and traffic needs in all parts of the country.

Representatives of the Club are also serving, by appointment of the Chief Magistrate of the city on the Mayor's Street Traffic Committee, which is associated as a consulting body with the Police Department in the formation and execution of rules regarding traffic in the streets of New York.

In addition to these many activities that might be termed general, as for the benefit of all automobile owners, it has always been the aim of the Club to provide a service for its own members, that would include everything they would require as owners of motor cars.

With this principle in mind, the officers of the Club, in planning the first building, the Club House on Fifty-fourth Street, not only included the usual appointments of the metropolitan club house — grill room, lounging room, library, assembly hall, billiard room — but made provision for the storage and the care of the car itself. Garage space for several hundred machines, tanks of gasoline and lubricating oil, repair shops, facilities for the sale of supplies and accessories, a department to gather and disseminate touring information,—these were some of the unique features of the new Club House which was opened in 1907.

This policy was continued when the increased patronage in all departments made more space imperative, and the designs for the Fifty-fifth Street Building were considered. This fourteen-story structure was opened in June of 1911, and represented the best practice in garage construction to that date, including the results of the Club's experience in the operation of its first building. This gave the Club a total storage capacity of over 600 cars, enlarged facilities for the Repair Department, and room for expansion in other directions.

Within a few months the Fifty-fifth Street Building was filled to overflowing.

The officers of the Club then considered it best, in view of the need of further space, to provide storage facilities for the members who reside to the east of Central Park. A fine site was secured on Seventy-second Street, east of Avenue A, with a frontage of 100 feet running through to Seventy-first Street, and in January of 1915 the third building of the Club was opened.

This increased the Club's storage capacity by over 400 cars and provided ample space for the paint and upholstery shops for which there had been a growing demand.

The Club now possesses the largest automobile service plant in the world, but a greater area could be used, and the constant acquisition of new members will make it necessary to consider further enlargement at no distant date. It is indeed probable that, had the World War not intervened, the last two or three years would have seen the plans drawn for another building.

THE ASSEMBLY HALL OF THE CLUB

Showing the Hall as it appeared during the war, decorated with the national flags of all the Allied and Associated Powers

This record should not be closed without some reference to the men who have served as officers, governors and committee men since the founding of the organization.

The Automobile Club of America has been singularly fortunate through its entire twenty years in the eminent character of the men who have held these positions. From the very start the Board of Governors and the standing committees included the leaders of New York's social, professional, financial and commercial life.

From their many and important in-

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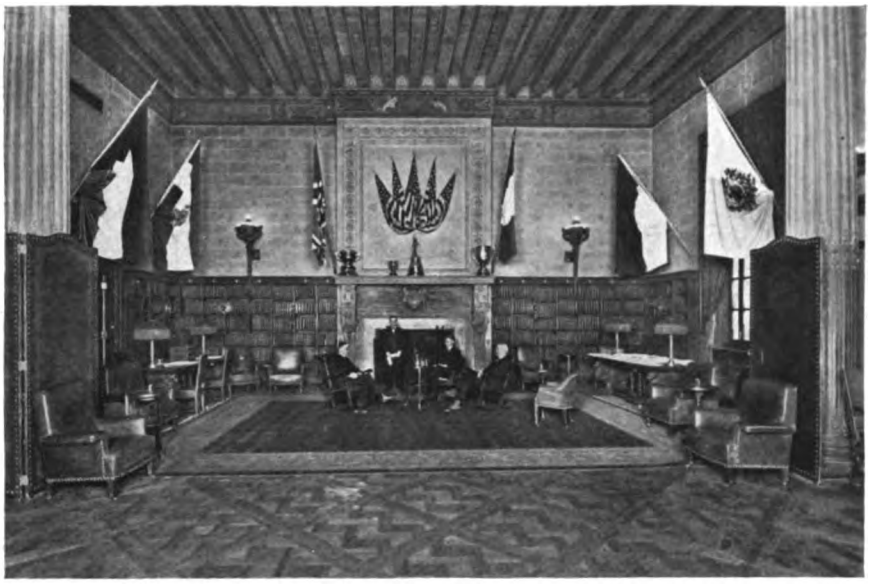
terests, these gentlemen have given of their time and energies to the immense labor of overseeing the erection of three great buildings, the week by week direction of the varied affairs of the Club, and the study and deliberation necessary properly to decide on the innumerable problems that arise in so large an enterprise.

The membership at large has had the advantage of this distinguished leadership during two decades, and to this is largely due the splendid progress the Club has made in the past, and the outlook for a future of even greater usefulness.



THE LIBRARY

Former Presidents of the Club

George F. Chamberlin,
Oct. 16, 1899, to Oct. 22, 1900.
Albert R. Shattuck,
Oct. 22, 1900, to Nov. 16, 1903.
Winthrop E. Scarritt,
Nov. 16, 1903, to Nov. 21, 1904.
Dave H. Morris,
Nov. 21, 1904, to Nov. 19, 1906.
Colgate Hoyt,
Nov. 19, 1906, to April 14, 1908.
E. H. Gary,
April 14, 1908, to April 11, 1910.
Henry Sanderson,
April 11, 1910, to June 6, 1912.
Frederick W. Whitridge,
June 6, 1912, to April 18, 1913.
Henry B. Anderson,
April 18, 1913, to May 4, 1915.

The Present Officers of the Club

Alexander J. Hemphill, President.
Hamilton F. Kean,
First Vice-President.
Percy A. Rockefeller,
Second Vice-President.
Col. F. Q. Brown,
Third Vice-President.
Dudley Olcott, 2d, Treasurer.
Elmer Thompson, Secretary.
Rev. Wilton Merle-Smith, Chaplain.

Board of Governors

Henry B. Anderson
James A. Blair, Jr.
James C. Brady
Franklin Q. Brown
Coleman DuPont
Henry Evans
E. H. Gary
Alexander J. Hemphill
Colgate Hoyt
Oliver G. Jennings
Hamilton F. Kean
William W. Miller
Dave H. Morris
Dudley Olcott, 2d
Percy A. Rockefeller
Edward Shearson
James A. Stillman
Henry R. Taylor
Frederick D. Underwood
Theodore N. Vail
William K. Vanderbilt, Jr.

Honorary Governors

H. R. H., The Duke of Connaught, K.G., President, Royal Automobile Club, London, England.

Baron de Zuylen de Nyevelt, President, Automobile Club de France, Paris, France.

Marquis A. Ferrero Ventimiglia, President, Automobile Club d'Italia, Turin, Italy.

M. le duc d'Ursel, President, Royal Automobile Club de Belgique, Brussels, Belgium.

Son Excellence le Duc d'Alba. President, Real Automovil Club de Espana, Madrid, Spain.

Grefve Clarence von Rosen. President, Kungliga Automobil Klubben, Stockholm, Sweden.

Christian Wisbech, President, Norsk Automobilklub, Christiania, Norway.

Jhr. R. A. P. Sandberg tot Essenburg, President, Koninklyke Nederlandsche Automobiel Club, The Hague, Holland.

D. Charles Louis Empeyta, President, Automobile Club de Suisse, Geneva, Switzerland.

Principele George V. Bibescu, President, Automobil-Club Roman, Bucharest, Roumania.

Count Raben-Levetzau, President. Kongelig Dansk Automobil Klub, Copenhagen, Denmark.

Senor Jose Relvas, President. Automovel Club de Portugal, Lisbon, Portugal.

A CORNER OF THE GRILL ROOM

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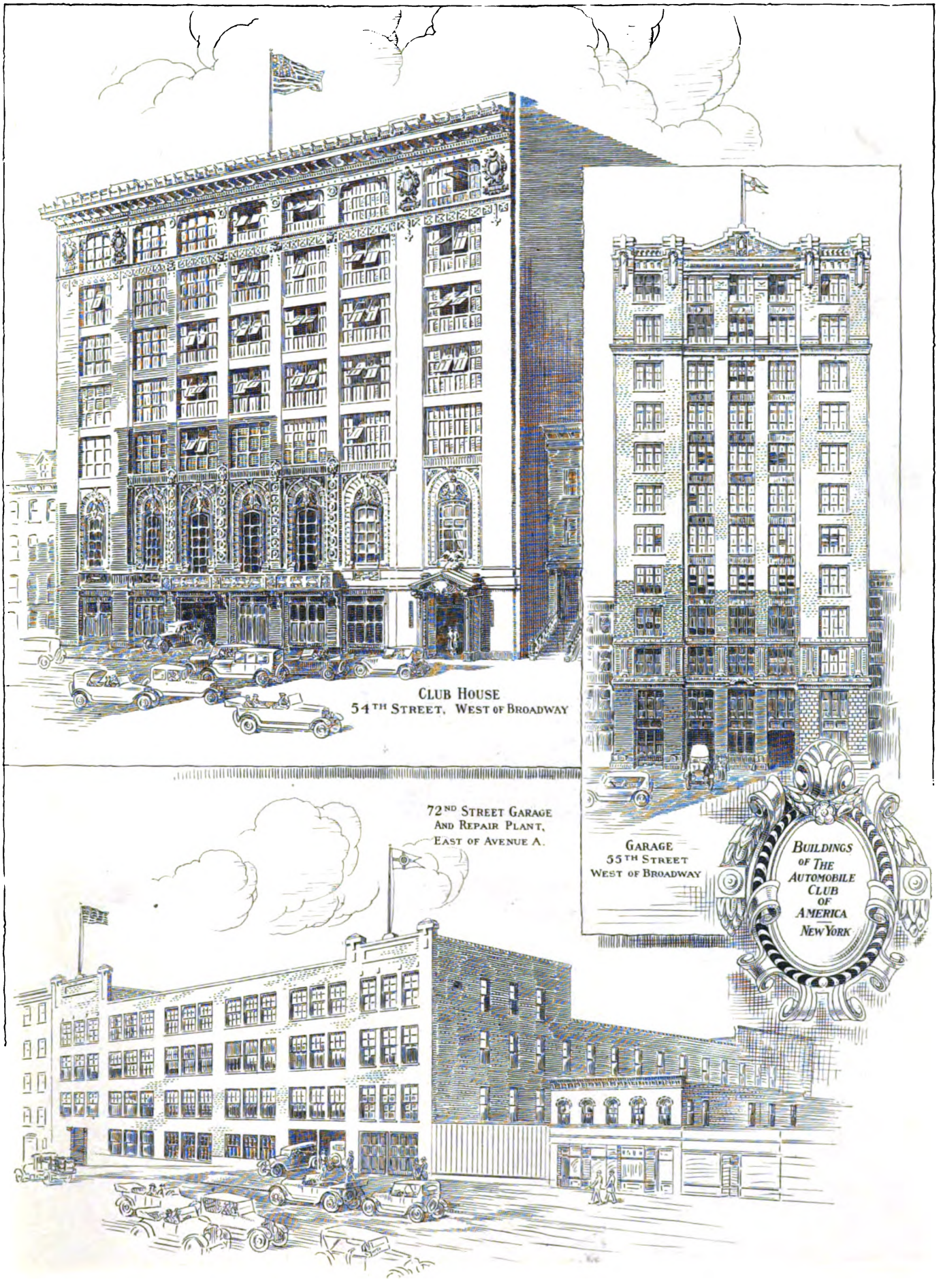

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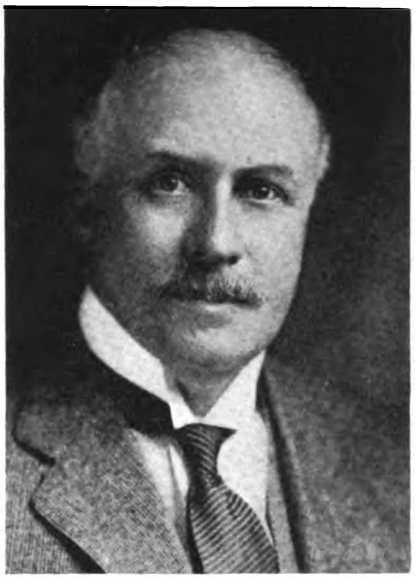
PERCY ROCKEFELLER
2nd Vice-President

ALEXANDER J. HEMPHILL
President of the Club

Col. F. Q. BROWN
3rd Vice-President

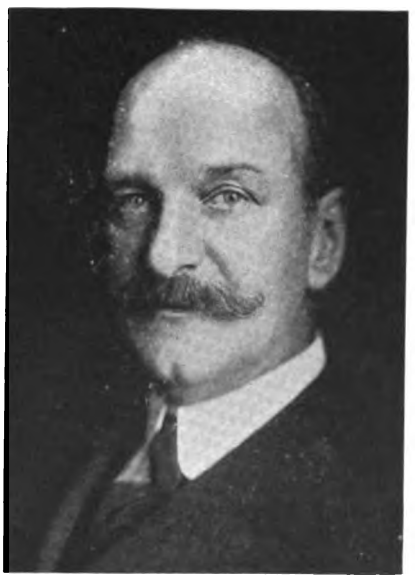


EDWARD SHEARSON
Chairman of the Executive Committee

DUDLEY OLCOTT, 2nd
Treasurer

OLIVER G. JENNINGS
A Governor

FREDERICK D. UNDERWOOD
A Governor



GEN. COLEMAN DU PONT
A Governor

THEODORE N. VAIL
A Governor

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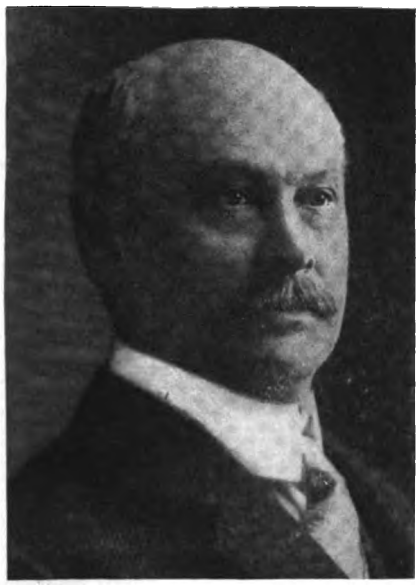
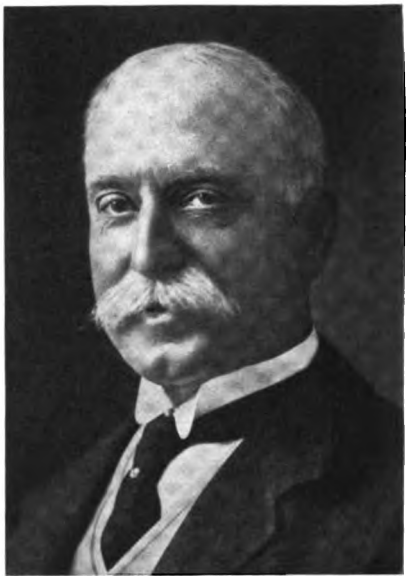


Hon. E. H. GARY
A Governor, formerly President of the Club

DAVE HENNEN MORRIS
A Governor, formerly President of the Club



COLGATE HOYT
A Governor, formerly President of the Club

HENRY R. TAYLOR
A Governor

HENRY EVANS
A Governor, formerly President of the Club

HENRY B. ANDERSON
A Governor, formerly President of the Club

WILLIAM W. MILLER
A Governor

JAMES A. BLAIR, Jr.
A Governor

WILLIAM K. VANDERBILT, Jr.
A Governor

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Standing Committees, 1918-1919

Executive Committee
Edward Shearson, *Chairman*
Henry B. Anderson
Henry Evans
Colgate Hoyt
Oliver G. Jennings
Hamilton F. Kean
Dave H. Morris
Alexander J. Hemphill

Committee on Foreign Relations
Dave H. Morris, *Chairman*
Robert Bacon
J. P. Morgan
Horace Porter

Membership Committee
Henry B. Anderson
James A. Blair, Jr.
James C. Brady
Franklin Q. Brown
Henry Evans
E. H. Gary
Alexander J. Hemphill
Colgate Hoyt
Oliver G. Jennings
William W. Miller
Dave H. Morris
Dudley Olcott, 2d
Percy A. Rockefeller
Edward Shearson
James A. Stillman
Henry R. Taylor
Frederick D. Underwood
Wm. K. Vanderbilt, Jr.

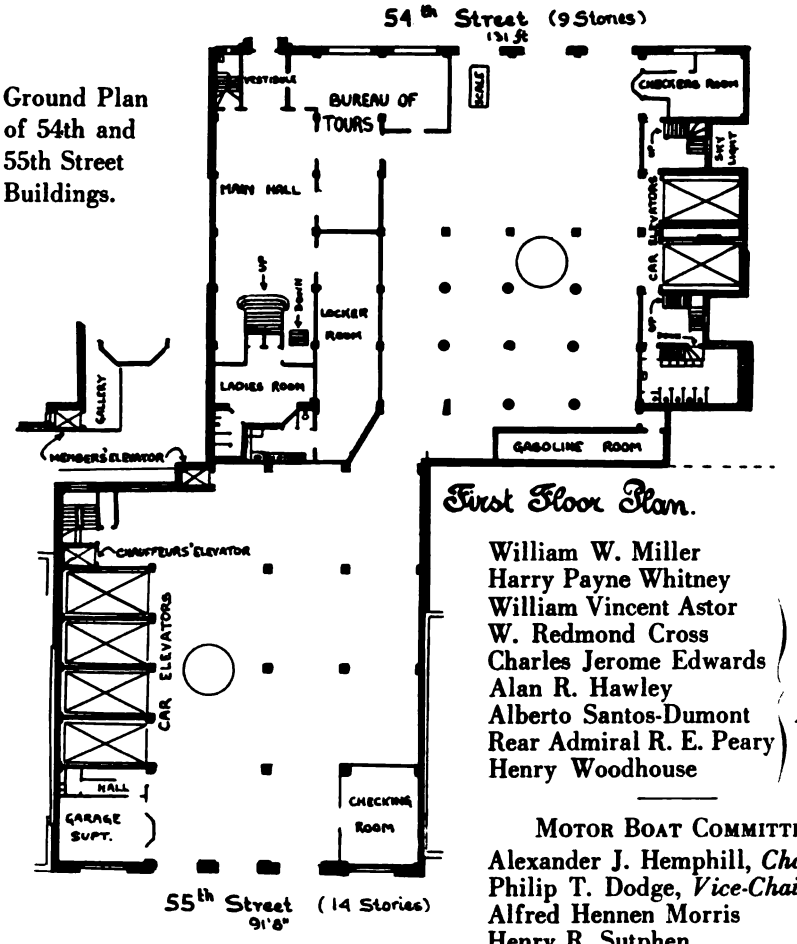
Law and Ordinance Committee
William W. Miller, *Chairman*
K. R. Babbitt
P. T. Dodge
R. V. Lindabury
William H. Page

Good Roads Committee
Franklin Q. Brown, *Chairman*
Colgate Hoyt
Oliver G. Jennings
Hamilton F. Kean
William W. Miller
Dave H. Morris
Eugenius H. Outerbridge
Mortimer L. Schiff
Henry R. Taylor
Frederick D. Underwood

Entertainment Committee
Henry R. Taylor, *Chairman*
James A. Blair, Jr.
Herbert S. Carpenter
Wm. Pierson Hamilton
Alan R. Hawley
Richard Howland Hunt
Oliver G. Jennings
Stephen Peabody
R. C. Rathbone, 2d
Malcolm D. Sloane
Frederick D. Underwood

Committee on City Streets
J. De Mont Thompson, *Chairman*
Daniel M. Bedell
James A. Blair, Jr.
Henry S. Chapin
Frank Eveland
Robert Graves
John A. Harriss
Richard W. Meade
William W. Miller
William W. Niles
Henry S. Thompson

Ground Plan of 54th and 55th Street Buildings.



First Floor Plan.

Contest Committee
William K. Vanderbilt, Jr., *Chairman.*
Henry B. Anderson
James A. Blair, Jr.
Hamilton F. Kean
William W. Miller

Committee on Public Safety
E. H. Gary, *Chairman*
Henry B. Anderson
Richard E. Enright
Alexander J. Hemphill
Colgate Hoyt
Dave H. Morris
Edward Shearson

Library Committee
Oliver G. Jennings, *Chairman*
Hamilton F. Kean
Stephen Peabody

Technical Committee
John W. Lieb, *Chairman,*
Henry B. Anderson

Aviation Committee
James A. Blair, Jr., *Chairman*
Henry P. Davison
William W. Miller
Harry Payne Whitney
William Vincent Astor
W. Redmond Cross
Charles Jerome Edwards
Alan R. Hawley
Alberto Santos-Dumont
Rear Admiral R. E. Peary
Henry Woodhouse
Aero Club of America

Motor Boat Committee
Alexander J. Hemphill, *Chairman*
Philip T. Dodge, *Vice-Chairman*
Alfred Hennen Morris
Henry R. Sutphen
J. Stuart Blackton
James Elverson, Jr.
Motor Boat Club of America

Counsel
Carter, Ledyard & Milburn, 54 Wall Street, New York City

Auditors
Ernst & Ernst, Certified Public Accountants, 80 Maiden Lane, New York City.

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The Club Garages

IN convenience of location, the Club's Garages on 54th and 55th Streets, just off Broadway, are ideal. All the principal hotels and theatres are within a minute's drive, and the Grand Central and Pennsylvania Terminals are only a few blocks distant.

In the 54th and 55th Street Buildings, over 600 cars are garaged, almost all of them moving in and out several times daily, without a moment lost through unnecessary delay.

The six great car elevators, two on the 54th Street side, and four near the 55th Street entrance, travel swiftly up and down, and when a member calls for his car, it is quick work to locate the chauffeur, give him the message, and carry the car to the main floor to be checked out.

To facilitate cars entering and leaving the Club's buildings, entry is exclusively on 54th Street, which, under the Police Department traffic rules, is a one-way street, west, while exit is on 55th Street, which is a one-way street for east-bound traffic.

It is the aim of the Club to provide the same careful service that members would have in their own private garages. To carry out this plan requires skilled labor, the best of materials, and constant painstaking supervision. The men who are employed in the Club's Garage are probably the highest paid workmen in any garage in the country, and all their work must pass the scrutiny of the inspectors who are stationed on each floor for the purpose.

Most of the washing and polishing of cars is done at night, between 6 P. M. and 6 A. M., in order to have the machines ready for service early the next day.

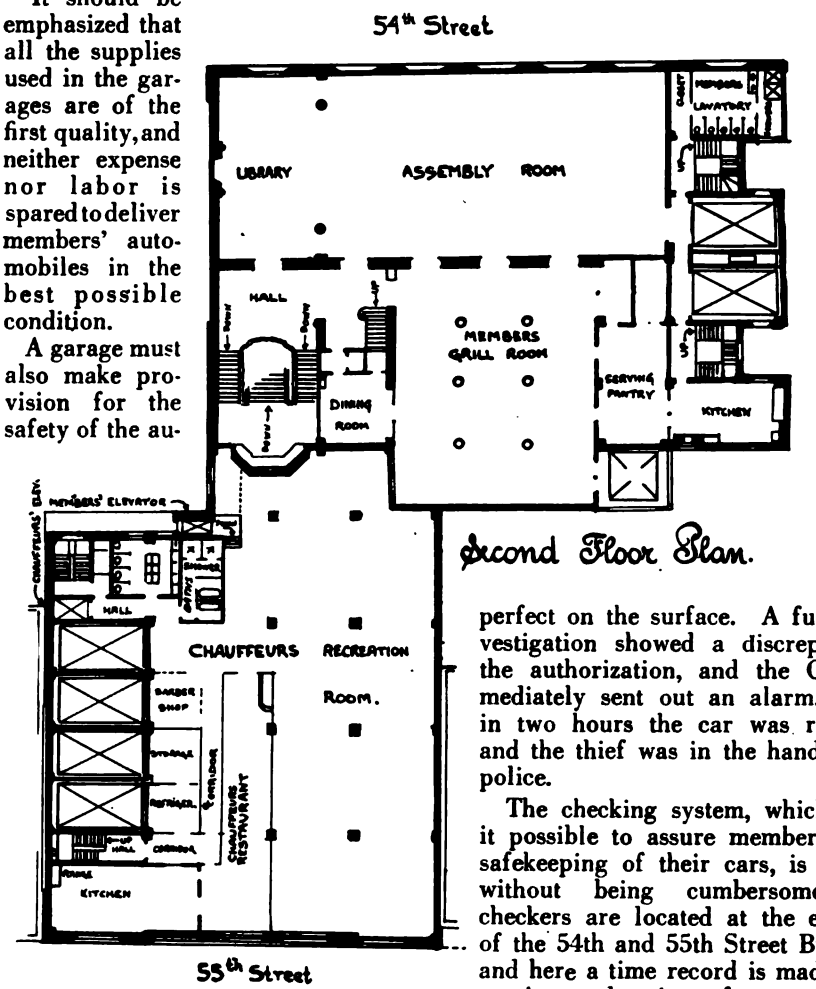
Wash stands with special lighting fixtures are installed on each floor. The methods of washing, cleaning and polishing are those that have proven by long use to be the most successful in preserving the original lustre on an automobile. Clean, cold water and a soft sponge, free from sand, are the only things used to clean bodies in the Club's Garages. Once in a great while, a car will come in spattered with grease or oil. In this case soap is necessary, but it is immediately washed off after the oil and grease are removed. On the chassis and wheels soap is needed, and the grade used by the Club is the best procurable, containing very little alkali, so that the paint and varnish are not marred.

Gasoline tanks on all automobiles in the garages are filled at night. Because of the danger involved, it is a rule of the Club not to deliver gasoline to cars on garage floors during the day, when many chauffeurs are at work on their motors. Cars that need a supply of fuel during the daytime are accommodated on the main floor of the buildings.

The final cleaning of car interiors, upholstery and windows, is completed after 6 A. M. It has been found that the upholstery of closed cars cannot be satisfactorily cleaned by artificial light, and so this work is left for the early morning hours of daylight.

It should be emphasized that all the supplies used in the garages are of the first quality, and neither expense nor labor is spared to deliver members' automobiles in the best possible condition.

A garage must also make provision for the safety of the automobiles entrusted to it, and the Club's facilities for guarding against fire and theft are complete and effective.



Second Floor Plan.

In the first place, the buildings themselves are fireproof, and the massive concrete walls and floors would prevent the spreading of a small local blaze from any one section of the building to another. Each floor is amply provided with emergency apparatus, extinguishers, sand, etc., for immediate use, should there be a sudden flare-up. A fire-fighting force, consisting of garage employees, is trained to instant response when the automatic fire alarm rings, indicating the location of a blaze. The Club's plan to guard against fire loss has been so successful that in over ten years of actual operation, the City's Fire Department has never been needed to extinguish a blaze.

As against theft, the precautions are so efficient that only once since the opening of the Club's garages has a car been delivered to an unauthorized person. In this case, the thief was provided with credentials that seemed perfect on the surface. A further investigation showed a discrepancy in the authorization, and the Club immediately sent out an alarm. Within two hours the car was recovered and the thief was in the hands of the police.

The checking system, which makes it possible to assure members of the safekeeping of their cars, is effective without being cumbersome. The checkers are located at the entrances of the 54th and 55th Street Buildings, and here a time record is made of the coming and going of every car, the hour and minute being stamped by a time clock.

Each week these Time Cards, one showing the incoming record and the other the outgoing, are sent to members, providing a check on the movements of the car that cannot be questioned.

From the standpoint of convenience, safety, freedom from annoyance and detailed care of the automobile it would be difficult indeed to duplicate the service provided for members in the Club Garages.

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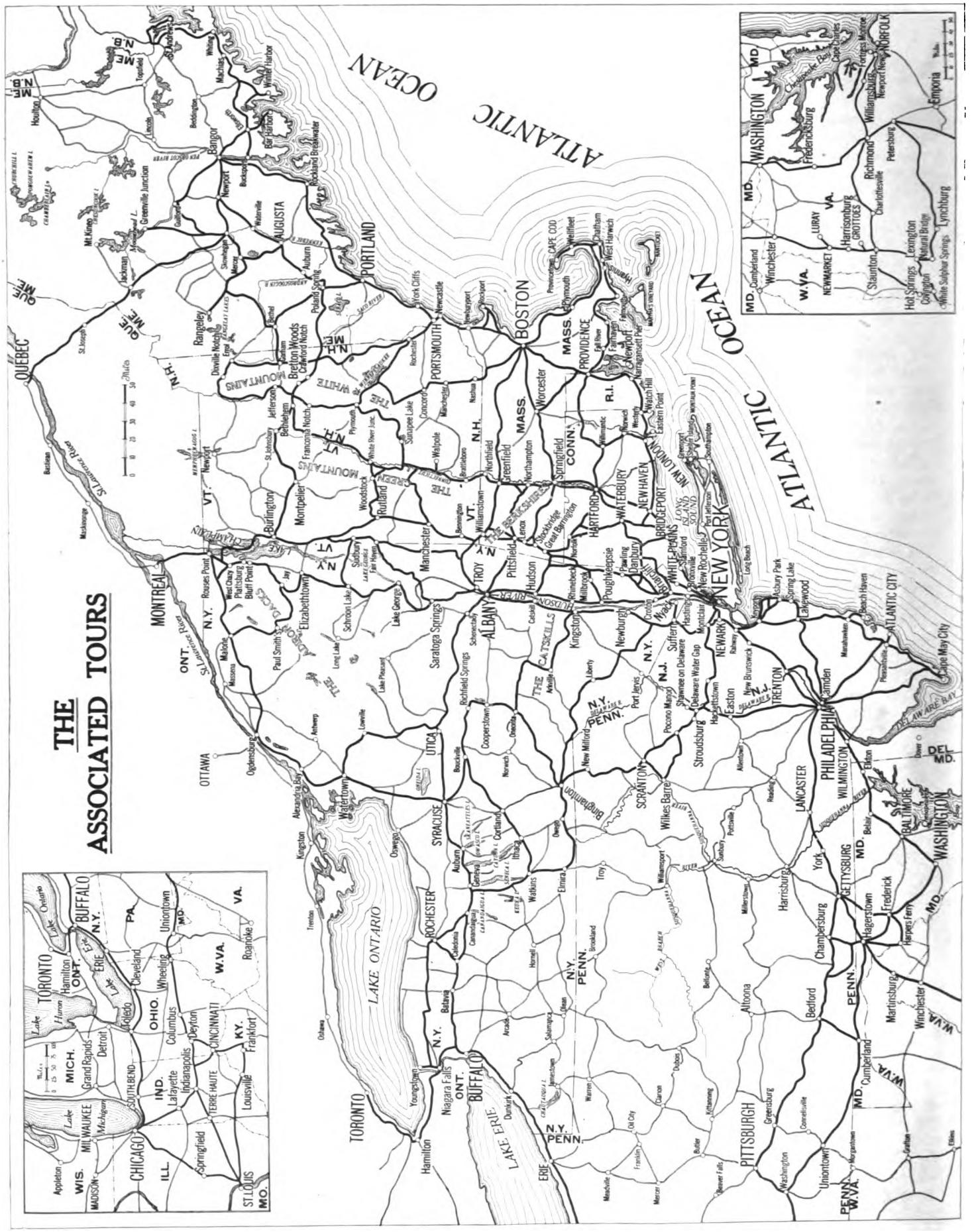

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The Bureau of Tours

THE Bureau of Tours had a modest beginning in 1907, when one clerk in the Secretary's Office was assigned to answer touring questions. It has steadily grown in size and usefulness, and fifteen clerks are now employed in this Department, with the information so systematized that each division is in charge of a trained specialist.

The Bureau is conveniently located on the main floor of the Club House immediately to the left on entering.

GENERAL VIEW IN THE BUREAU OF TOURS

Here the maps, files and other records are arranged for quick reference, covering all the sections of the country where motor touring is feasible.

The Bureau is always prepared to assist members in arranging their tours, by suggesting routes, supplying data on road conditions, furnishing maps and route cards, recommending hotels, and where desired, making reservations of rooms.

The road maps, route cards and guides published by the Bureau are the most convenient means yet devised to furnish touring information to motorists. The Bureau formerly issued an annual tour book, but this was discontinued some years ago, when it was found that the experienced motorist no longer needed or desired the volume. The thousand-page tour books, with their excessive detail, their complicated indexes and innumerable cross references, have come to be considered burdensome.

To replace the tour book, the Bureau publishes the Associated Tours Guide each year, which covers the necessary routes in a compact booklet of 64 pages, which may easily be folded, and slipped into the pocket. More than 15,000 miles of the main traveled highways are included, with towns, itineraries, mileages, ferries, hotels, maps and city charts. This Guide has become so popular that the Club now prints an edition of over 50,000 copies each year; these are distributed to the motoring public, without charge, to further the general interests of touring.

The Drafting Department of the Bureau is at work all the time, drawing new maps or revising old ones for republication. The latest example of this activity is the "Map of Long Island and the Connecticut Shore," which has just been mailed to members.

The Club's route card system, with individual cards covering all parts of the country, is considered by many veteran tourists the best all 'round form of motoring data ever prepared. The wording is clear and simple, with all necessary detail omitted, distances are given in miles and tenths and the form in every detail is planned to facilitate consultation while the car is in motion. As road conditions change, the cards are revised and reprinted so as to embody the latest reports. Route cards are furnished only to members of the Club and to subscribers to the Bureau of Tours.

Much of the data on roads and routes used by the Bureau is supplied by members, but these sources are supplemented by the Club's road inspection car, in charge of an experienced roadman, whose duty it is to investigate road conditions, report on highways that are being repaired, the necessary detours, etc.

The Bureau has also been busy for many years in posting the highways with the familiar "yellow arrow" marker, and thousands of these are now doing good service on roads throughout the East.

The license service proves helpful to many. A New York Notary Public and a New Jersey Commissioner of Deeds are at the Bureau to assist in preparing applications for car registration, and operators' licenses for both states, and members are thus relieved of annoyance and delay. The Bureau itself has the privilege of issuing registrations and licenses for New Jersey. The license service is intended primarily for members, but the Club is glad to assist other automobile owners by providing application blanks and advice covering these two and other states.

The Associated Tours Wall Map is

51

THE AUTOMOBILE CLUB OF AMERICA
BUREAU OF TOURS
NEW YORK CITY

ABBREVIATIONS USED IN ROUTE DESCRIPTION

T R—Turn right
T L—Turn left
S O—Straight on
X—Cross (trolley, etc.)
R F—Right fork
L F—Left fork
RR—Railroad
F M R—Follow main road

51 NEW YORK to POUGHKEEPSIE, N. Y.—73.8 m.
Via Albany Post Road.

All hard surface.

Miles.	
0.0	**NEW YORK:** From Club House north on Broadway to Getty Sq. in
13.5	**YONKERS:** Bear left, S O Broadway Left fork in
17.0	**HASTINGS:** At church L F in
19.8	**DOBBS FERRY:** (For Saw Mill River Road, R F)
21.5	**IRVINGTON:**
24.1	**TARRYTOWN:** (Note A—For **Suffern** via Tarrytown-Nyack Ferry.)
24.7	At church L F (For **Pleasantville**, T R) Pass church in
28.3	**SCARBORO:** (For **Briarcliff** T R) S O into Highland Ave. At monument L F in
30.2	**OSSINING:** (For **Pines Bridge** R F)
31.9	At school sharp T L
32.1	Caution—sharp curves
33.0	**HARMON:**
34.1	**CROTON:** Left fork in
36.3	**OSCAWANA**
36.8	Left fork
38.5	**MONTROSE:** Turn right in
39.1	**BUCHANAN:**
39.8	T R with trolley
40.1	End of road T L Washington St.
41.4	T R South St.
41.7	T L Division St. Pass Main St. in
41.8	**PEEKSKILL:**
43.0	At monument L F leaving trolley X bridge in
43.1	**ANNSVILLE:**
46.6	Right fork
	(Left fork goes to GARRISON - W E S T POINT FERRY 5 m.)
60.8	**FISHKILL:** (For BEACON-NEWBURGH FERRY S O)
61.0	At cemetery T R T R Main St. in
65.8	**WAPPINGERS FALLS:** Follow trolley
68.1	T L leaving trolley, S O to Market and Main Sts.
73.8	**POUGHKEEPSIE.**

Note A—TARRYTOWN to SUFFERN. At

24.1	**TARRYTOWN:** T L Central Ave., end of road T L on Orchard St., run one block, T R into Main St.
24.8	Caution—X RR to ferry
24.8	**NYACK:** From ferry S O Burd St., up hill
25.0	T R Broadway, one block
25.1	T L into Main St.
27.6	**WEST NYACK:** Right fork in
30.2	**NANUET:**
31.4	Right fork
32.5	**SPRING VALLEY:**
32.7	Left fork X RR in
34.1	**MONSEY:**
35.6	**TALLMANS:**
38.5	**SUFFERN:** S O Lafayette St. to end of street (For **Tuxedo, Newburgh** and **Port Jervis** T R into Orange Ave.)

A SAMPLE ROUTE CARD
(The original is 4x10 inches)

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another product of the Bureau of Tours. This is furnished to hotels, garages, ferry houses and other places of public interest, and is of material assistance to motorists in laying out their routes and selecting their stopping points.

A general service to the motoring public for which the Bureau of Tours has been widely complimented, is the furnishing of tours, maps and road information to the newspapers of New York City. Through the generous cooperation of the press, the Bureau of Tours is enabled to give automobilists in general the benefit of all the information gathered by the Club for its members.

The Associated Tours

THE Associated Tours are a series of selected motor routes through the favorite touring sections of the East and including connections to the South and Middle West.

The main lines of travel, a complete network through the territory covered were laid out after thorough survey by representatives of the Club to include all the essentials for enjoyable touring—the best road surface, varied and beautiful scenery, and hotel service of the highest type.

The routes are:

Post Road Tour to Boston,
Green Mountain Tour,
Scenic Tour,
Granite State Tour,
Adirondack Tour,
Maine Tour,
Cape Cod Tour,
Dixie Tour,
New York-Chicago Tour,
Real Tour to the Berkshires,
New Jersey Tour,
Ideal Tour Through New England,
Capitol Tour, and
Long Island Motor Routes.

The Associated Tour Guide and the Wall Map, to which references have already been made, are the principal means through which these routes have become known among motorists.

Over 150 of the best hotels in this territory are now co-operating with the club in providing touring information on these routes.

Foreign Department

THE Foreign Department of the Club keeps fully informed on conditions governing automobile travel throughout the world, and it has proven of the greatest usefulness in supplying members with this data, and in relieving them of many troublesome formalities incidental to touring abroad.

The Foreign Department's service includes:

PASSPORTS.—The formalities are attended to for all countries where these documents are necessary.

CARDS OF INTRODUCTION.—Members are furnished with personal cards of introduction to every national automobile club included in The International Association of Recognized Automobile Clubs, of which The Automobile Club of America is the American representative, and to other leading national clubs abroad. Members thus have all the advantages of a club in each country visited and the benefit of the courtesies extended to touring motorists by various local automobile clubs.

TRIPTYQUES AND CARNETS DE PASSAGES EN DOUANES.—These special customs documents, issued by The Automobile Club of America, only to members, provide the means by which delays at ports and frontiers are practically eliminated and the trouble of carrying large sums of money for customs duty is avoided. They are recognized and accepted by the customs officials of Belgium, Denmark, France, Holland, Italy, Norway, Roumania, Sweden, Switzerland, and will probably receive official recognition from other European countries as soon as conditions warrant it. Triptyques are available only in the individual countries to which each document applies and a separate Triptyque is required for each country to be visited. The Carnet de Passages en Douanes, on the other hand, passes the automobile through the Customs of all the leading European countries, as listed above.

CERTIFICAT INTERNATIONAL DE ROUTE.—Licenses to drive automobiles, registration of the vehicles and the display of number-markers are necessary in practically all countries, but the expense and annoyance of attending to license formalities in every foreign country included in a tour, are avoided by the use of the International Traveling Pass, for which the Foreign Department is the agent in this country. This document, in-

THE ROYAL AUTOMOBILE CLUB, PALL MALL, LONDON

One of the leaders in the International Association of Recognized Automobile Clubs

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stituted for the convenience of motorists touring abroad, is recognized in the following countries: Algeria, Belgium, France, Great Britain, Greece, Holland, Italy, Luxembourg, Monaco, Portugal, Roumania, Spain, Sweden, Switzerland, and Tunis, which became parties to the International Convention.

In the case of countries such as Great Britain, where it is possible to arrange for licenses without a previous examination of the vehicle and driver, the Foreign Department effects the necessary registration of the vehicle, obtains official number plates, and takes out driving license for the chauffeur in advance. By attending to these matters for members before the arrival of the automobile at its destination, delay is avoided and the tourist is enabled to begin his tour immediately after the vehicle is unpacked.

TRANSPORTATION.—Information is available on the shipping of cars from any part of the United States to foreign ports. Estimates of the cost are obtained from leading shipping organizations, and every detail relative to packing and freight of automobiles, bills of lading, and of chauffeur's passage to destination abroad and return to the United States cared for.

INSURANCE.—All arrangements are made for insurance at the lowest rates consistent with good "Cover" to provide complete protection against all risks.

TOURS AND ROUTES.—Assistance is furnished in the selection of tours, the information being based on personal knowledge and on the practical touring experience of Club Members and of other motorists.

HOTELS AND GARAGES.—Confidential information, based on the experiences of fellow members and other tourists, is available on these two heads. Nothing has a more important bearing on the success of an automobile tour in foreign lands than the comfort of hotels and inns en route.

ROAD MAPS AND ROUTE BOOKS.—Maps compiled especially for the use of automobilists in foreign countries are on sale at the Foreign Department to members going abroad. Other maps, guides and works on motor travel in Europe and other lands are on file and at the service of members for reference in planning their tours.

It is the endeavor of the Foreign Department to provide Club members with a service different from any they can obtain elsewhere; to infuse into it a spirit of intelligence that will distinguish it from what may be called the mere "guide book" service of commerce. In this Department, members have at their command an organization that, so far as humanly possible, smooths out all the difficulties of foreign travel, permitting the tourists to enjoy their trip to the fullest extent.

The Club's Telephone and Telautograph Service

ONE of the features of the Club's service is the ease of communication with the various departments. Every member knows that he can telephone at any hour of the day or night and give orders regarding his car in the knowledge that they will receive immediate attention.

This can be accomplished in a building which contains over 600 cars, on 14 floors, with more than 1,800 incoming telephone calls daily, only by employing the most modern devices for communication.

To handle this volume of traffic there is a private exchange with four operators. Twenty-two trunk lines connect the Club with "Central," and seventy-five lines go out to the several departments in the three buildings.

A moment's glance at the method of handling garage calls will be of interest. There are two telephone stations on each floor for chauffeurs, and four in the Chauffeurs' Recreation Room. The supply, repair and other service departments also have telephone stations. When the member calls, he can either have his chauffeur come to the telephone, or he may leave a message.

To avoid any possibility of error in transmitting messages, the Telautograph System has been installed. These glass-enclosed bulletin boards are located at twenty convenient points in the Club Buildings, and here the electrically-controlled writing device records the members' messages, giving the time, name and order in each instance. The master instrument is located at the telephone exchange, the operator writing the messages to be transmitted; these appear simultaneously on all the Telautograph bulletins.

A list showing the location of each car in the building is kept in the telephone exchange, and, after forwarding the message, as above, the operator touches a button which rings a bell on the particular floor on which the member's car is stored. This summons the floor foreman who immediately calls the chauffeur's attention to it. If the chauffeur is absent from the floor, the foreman leaves a notice on the car that an order has come in.

In the chauffeurs' club room, an attendant with a megaphone calls the messages as they are recorded upon the Telautograph bulletin.

THE TELEPHONE EXCHANGE OF THE CLUB AND THE TELAUTOGRAPH ELECTRIC BULLETIN USED TO SEND MESSAGES TO ALL PARTS OF THE BUILDING

Each driver has a letter box on the main floor near the garage entrance; if he leaves the building, all orders received for him are copied on a special form and placed in his mail box for attention when he returns.

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Repair Department

THE Repair Department of the Club, for which members had long felt the need, was started when the Club House was opened, the entire eighth floor of the building being set aside for this purpose.

It was quickly apparent that more space was necessary and the opportunity for expansion came with the completion of the Fifty-fifth Street building. Practically the entire eleventh, twelfth and thirteenth floors have since been used for the operations of this branch of the Club's service.

Cars are dismantled and mechanical repairs are made on the eleventh floor.

THE MECHANICAL REPAIR DEPARTMENT
Eleventh Floor, 55th Street Building

The machine shop and stock room are located on the twelfth floor, and a large area is also set apart here for the use of members who desire to make repairs on their cars or to have them made by their own chauffeurs, working independently or under the supervision of the Repair Department. On the thirteenth floor are the blacksmith shop and special rooms for radiator repairs, battery repairs and battery storage.

The coachwork, painting and upholstery shops occupy the top floor of the 72nd Street Plant. These departments were started when the latest building of the Club was opened early in 1915. Members now have the satisfaction of knowing that all motor car repair work is done on the Club's premises, complete mechanical repairs and rebuilding, body repairs, upholstery, slip covers, tops, painting, battery repairs and tube repairs.

The confidence that this Department has won by handling its work promptly and efficiently is indicated by the fact that during the fiscal year just closed, no less than 3,880 individual jobs were completed, ranging in cost from a small adjustment, charged through at 21 cents to the complete rebuilding of a car at over $3,000.

The seventy mechanics employed by this Department are all skilled workmen, commanding high wages, men who have had long years of experience in motor car repairing. They have handled all types of cars, from the highest in price to the lowest, both American and foreign made.

In all repairing, the best of materials, only, is used; worn and damaged parts are replaced by those made by the manufacturer of the car, assuring the maintenance of the original standard of quality and workmanship.

That the Repair Department in all its branches is crowded with cars receiving attention nearly all year 'round, shows how convenient this service is and its genuine utility to members.

A glance over the following list of makes passing through the shop last year will show a variety of manufacture not exceeded by any shop in the country:

Apperson
Biddle
Briscoe
Buick
Cadillac
Case
Chandler
Chevrolet
Cleveland
Cole
Columbia
Crane Simplex
Crow-Elkhart
Cunningham
Daniels
Deering
Dodge
Dort
Fageol
Ford
Franklin
Grant
Halliday
Haynes
Highway King
Hollier
Hudson
Hupmobile
Isotta Fraschini
Italia
Jordan
King
Kissel
Lexington
Liberty
Locomobile
Lyons Knight
McFarlan
Mathewson
Maxwell
Mercedes
Mercer
Minerva
Mitchell
Moline Knight
National
Oakland
Oldsmobile
Overland
Owen Magnetic
Packard
Paige
Palmer Singer
Panhard
Peerless
Peugeot
Pierce Arrow
Pope Hartford
Premier
Renault
Reo
Richard Brazier
Roamer
Rolls-Royce
R and L Electric
Saxon
Scripps Booth
Standard
Stearns
Studebaker
Stutz
Sunbeam
Velie
Willys Knight
Winton

THE PAINTING AND UPHOLSTERY SHOP IN THE 72d STREET BUILDING

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The Supply Department

THE Supply Department of the Club is located at the head of the main staircase, on the third floor of the Fifty-fourth Street building. It is the largest retail accessory and supply center in the country, distributing to members upward of a million dollars' worth of merchandise annually. A force of twenty clerks is kept busy attending to members' orders given in person and by messenger, telephone and telegraph.

THE GENERAL SUPPLY AND ACCESSORY SECTION

The Department carries in stock a complete line of supplies, parts and accessories, including tires, tubes, lamps, clocks, bumpers, shock absorbers, fittings for closed cars, motor baggage, tools, horns, tire cases and other items of equipment too numerous to mention.

In a fireproof room, ready for quick delivery, are stored the lubricants, including the standard makes of oils and greases.

Another section of the Department located in a large, well lighted room, contains an extensive assortment of motor clothing, with styles suited to motor car owners and to chauffeurs. Here are overcoats of different weights and materials, suits, raincoats, robes, rugs, sweaters, jerseys, vests, caps, gloves, puttees, and overshoes.

Especially favorable arrangements are available for making chauffeurs' clothing to order, and each season a number of members purchase complete outfits for their drivers through the Supply Department.

The Department is also useful to members who store their cars in their own garages, either in the city or country. All the necessary equipment and supplies, oils, greases, chamois, sponges, polish and the like may be ordered in quantity, with the assurance of prompt delivery.

In all its merchandise, the Supply Department plans to carry only the standard lines, those made by manufacturers who are thoroughly responsible and known for the high quality of material and workmanship they employ, and the fairness of their selling policy.

First quality goods and prompt deliveries have given the Supply Department an enviable reputation among Club members, and while price is not emphasized, any fair comparison will not prove unfavorable to the Club. Members also know that "commissions" are not paid and that merchandise sold on this basis is never handled by the Club.

THE CLOTHING SECTION OF THE SUPPLY DEPARTMENT

The Insurance Department

THIS important service, organized over ten years ago, has proven of steadily increasing value to members.

It is the aim of the Club, through the Insurance Department, to provide the best insurance it is possible to get, at rates that show a distinct advantage to members. The Club's plans for this Department have worked out with gratifying success through the years, and hundreds of members have availed themselves of its facilities.

It will be of interest to describe, briefly, the conditions which brought this Department into existence. Ten years ago, automobile insurance presented a really serious problem. Rates were high, so high, in fact, as to be prohibitive excepting to the few to whom the operating expense of a motor car was of no importance. The Club's Board of Governors, believing that no one should attempt to operate a car without protecting his family, his business and his name from results of a possible accident or a purely fictitious claim, appointed a special committee to investigate the entire subject, and to ascertain if good insurance could not be obtained for less than the prevailing rates. They were also directed to find a method by which expert insurance counsel could be placed at the disposal of Club members.

The Committee spent several months

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in examining the conditions surrounding the handling of motor car risks, and, on its recommendation, arrangements were effected through Messrs. R. C. Rathbone & Son, one of the oldest and largest firms of brokers in the country, by which the insurance of the Club members was placed at a reduction of twenty per cent from the then prevailing rate. This concession aroused hostile attacks from certain interested quarters, but all opposition to the Club's plan was met and overcome in a manner satisfactory to the Insurance Department of the State of New York. Since that time, motor car rates have steadily decreased, and now the cost of policies is but half of what it was when the Governors of the Club first interested themselves in the question.

The saving of money, however, though worth while, is not put forward as the main feature of the Club's insurance plan. It is rather the character of the protection provided by the policies and the expert advice the Department furnishes, that is emphasized. Also the fact that, throughout the ten years of its existence, the management of this service has remained in the original competent hands.

All losses of members are handled by experienced adjusters who are connected with the Department, and it is a splendid indication of the character of their work that their estimates of losses have invariably been satisfactory, both to the members and to the companies which pay the claims.

Pride is taken in recording the opinions of many who have utilized the Insurance Department, that the service provided here is superior to that available through other channels, and that it constitutes one of the finest examples of the Club's real usefulness to its members.

Chauffeurs' Employment Bureau

FOR the convenience of members, and to enable them to secure competent and trustworthy drivers without delay, the Club maintains the Chauffeurs' Employment Bureau.

Here all the men register when seeking employment, and the Club makes a rigid investigation of their records, as to experience and dependability.

Only the best chauffeurs meet the high standard that the Club sets, and members have complete confidence that the drivers recommended by the Bureau are worthy of employment.

The 72nd Street Garage and Repair Plant

THE newest building of the Club, the Garage and Repair Plant on 72nd Street, east of Avenue A, running through to 71st Street, which was opened in 1915, is strictly utilitarian in character. It embodies the most modern practice in garage construction. The building is absolutely fireproof, the contents being protected by sprinkler system throughout. Elevators are eliminated, excepting one for cars going to the repair shop. In the garage, all cars go from floor to floor on ramps. More than 400 cars are on live storage here, and space is also used by a large number of cars on dead storage.

On the fourth floor are the extensive shops of the Repair Department devoted to body repairs, coachwork, painting and upholstery, the making of tops and slip covers. More than thirty men are employed here. A chauffeurs' restaurant and recreation room, with pool and billiard tables, are among the conveniences provided for the drivers.

The checking system that has been worked out so carefully for the main buildings on 54th and 55th Streets, is in effect here also, and the movements of all cars are recorded on Time Cards in the same way.

It may be thought by some that this location on 72nd Street is too far east to be conveniently reached. The site is, however, actually very accessible, due to the width of 72nd Street and several other east and west thoroughfares in the vicinity and the comparative freedom from traffic congestion enjoyed by this part of the city.

THE CHAUFFEURS' RECREATION ROOM

Chauffeurs' Club Rooms

THE Club aims to do everything possible for the comfort of the men who drive members' cars, and has provided commodious rooms for chauffeurs on the second floor of the 55th Street Building. Here a number of pool and billiard tables help to pass the time congenially, and space is set aside for reading and writing. An attractive restaurant is another useful feature, and there are also barber and shoe shining shops.

Shower and tub baths are located on this floor for the use of the drivers.

All the recreation rooms are under the control of the "Committee of Chauffeurs," a body formed by the men themselves, on the suggestion of the Club's Board of Governors.

A special passenger elevator is provided to carry the chauffeur quickly to and from the floor on which his car is stored and a large sized locker is assigned to him for the storage of clothing, accessories, tires, and other supplies that are not in immediate use.

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New York State as a Forest Builder

By George D. Pratt
State Conservation Commissioner

I HAVE no doubt that if it were possible to take a vote of motor tourists as to what feature of the landscape means most to the æsthetic enjoyment of their trips, the majority would answer, "Trees." What is more uninteresting than a treeless stretch of road, what more desolate than a broad expanse of land without a tree in sight? When the lunch hour comes and one begins to watch for a comfortable spot in which to enjoy the contents of the lunch basket, the cool shadow of trees is the first requisite. I am glad to learn that there is a well-established movement on foot for the planting of trees along our highways as memorials to those Americans who have fallen in the great war in the service of their country. Certainly no more suitable and lasting memorial could be devised.

If trees mean so much along the average highway in the lowlands, how much more essentially are they a part of the mountain landscape. The cool green cover of trees seems as much a part of the slope as the mountain itself. Of all scenes of devastation there is none more pitiful than the remains of a forest which, as a result of some one's carelessness, has been consumed by fire and been burned even down to the naked rocks themselves, or of one which has been razed by lumbermen and reduced to a forlorn wilderness of gaunt stumps and discarded branches.

To motorists who may have been discouraged by such scenes of desolation and are not acquainted with the work of the New York State Conservation Commission, it will be gratifying to learn that this Commission is not only a conserver of forests—by the development of up-to-date methods of combating forest fire and by purchasing forests for all the people and thus saving them from the lumbermen—but is also actually a producer of forests. New York State, through the Conservation Commission, maintains seven tree nurseries where ten million young forest trees are produced annually for the purpose of starting a new forest growth on land which has been destroyed by fire, land denuded by lumbermen or barren land which is better suited for forest production than for agriculture. These nurseries are located at Central Islip, Salamanca, Saratoga, Comstock, Goldsmith, Saranac Inn and Indian Lake.

The passing motorist can know when he reaches the nursery by a large sign which reads, "State Nursery, Visitors Welcome." If he is wise he will halt for a brief visit and allow himself to be introduced to the mysteries of tree raising. The system followed at the State nurseries has been evolved only after many years of hard experience, and for its successful operation today chief credit is due to Clifford R. Pettis, Superintendent of State Forests, who has solved many a knotty problem by his own wit and determination. In fact the system of forest nurseries followed in New York State is known generally as the Pettis System and has been widely adopted by other States.

The most conspicuous feature to a visitor in one of the State nurseries is the array of orderly little beds, each 4 by 12 feet, intersected by tiny paths, which extend for acres on every side. These are the seed beds, where the young trees get their first start in life. Seeds of the evergreen trees, which are those chiefly produced by the Commission, are obtained from cones gathered for the purpose. A weight of seeds sufficient for one of the beds is quickly determined by the scales, and the seed is then scattered over the bed. To keep the seeds cool and moist they are covered with sifted sand and the entire bed is placed beneath the shade of a burlap screen. It has been found that in the darkness thus created, any weeds that may exist quickly spring up in their search for the light. The screen is then removed before the young trees have started to grow, and the weeds, withered by the sudden heat of the sun's direct rays, are quickly killed and form no further source of trouble in the bed.

The little seedlings soon spring up as quickly as grass on a lawn and at two years of age they so crowd for elbow room that they must be transplanted to roomier quarters.

PROOF OF THE SUCCESS OF ARTIFICIAL PLANTING NEAR CHESTERTOWN, N. Y.

Without injury to their delicate roots they are then loosened with spading forks, tied in bundles and removed to the "transplant field." Transplanting ten million young trees would be an endless task were it not for a clever device used at the nurseries known as the "transplant board." To a visitor at the nursery one of the most interesting operations would probably be the use of this board with its fifty little niches, in which fifty trees are rapidly laid, held in position by a clamp, placed in a prepared trench in the ground, released from the pressure of the clamp, and left standing just as securely as though each one had been separately planted.

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In the transplant fields the trees are set sufficiently far apart for cultivation between the rows, and they thus grow up rugged and strong. When four years old, the young trees, now a foot or more in height, are dug and packed for forest planting. In the large hampers used for transporting the trees their roots are kept moist with damp moss.

Many and varied are the types of destination to which these hampers with their miniature forest contents are shipped each spring and fall from the Conservation Commission's nurseries. The planting season is April and

BURLAP SCREENS PROTECT THE TREES IN THEIR FIRST FEW WEEKS

May, and October and November, and those who do the planting range from the State's own employees through municipalities, charitable organizations and similar large institutions down to the humblest farmer. The State usually reforests 4,000 or more acres a year and the acreage planted by other land owners reaches about the same total. The work of planting, which is simple enough, has been found admirably adapted even to children and, in a number of instances, the starting of a forest upon some such area as the municipal water shed has been made a part of the Arbor Day exercises of a community, and the planting work has been done by the school children themselves. Another interesting and highly successful experiment along this line has been the use of feeble-minded boys from the State Custodial Asylum in the work of reforesting, thus providing them both with work and with healthful occupation out of doors.

The Conservation Commission sells the trees to private land owners, who will use them for reforesting purposes, at merely the cost of production and without profit to the State, in order to maintain forest growth in New York State and thus provide for the forests of the future, and for the future timber supply. The price ranges from $1.50 per thousand for seedlings to $4.50 per thousand for the largest transplants. With thrifty young trees to be had for less than half a cent apiece, land owners can have no excuse for failing to replenish woodlands that have been cut over for maintaining unproductive and barren lots. To municipalities and charitable organizations the young trees are supplied by the Conservation Commission at a special price of only fifty cents per thousand, which covers merely the cost of packing.

The usual method of planting is for the planters to work in pairs, one going ahead with a grub hoe and making holes for the trees, while the second follows with a pail of trees and does the planting. Two persons working together in this way can plant a thousand trees in a day which, set at intervals of about six feet, will cover an acre. During the labor stringency caused by the war, women have proved themselves most efficient in this planting work. During 1918 about sixty-five per cent of those who did the planting on State land for the Conservation Commission were women, and the highest acreage on record was planted in that year.

After ten years the land is no longer denuded and the thriftiest of the young trees have already risen beyond arm's reach. The oldest plantation in New York State is twenty-eight years old, but, as may be seen from the accompanying photograph, this example is proof enough of the success with which new forests can be established by artificial planting. The result of placing the trees only six feet apart is to induce straight trunks, and "self pruning." When placed thus close together each young tree strives to reach the sunlight by the shortest route and soon there is a dense net-work of interlocking tree tops, which places the lower limbs in the shade. The latter soon die and the trees continue their struggle upward, forming splendid saw logs, if used for lumber. Looked at from a purely commercial standpoint the profit derived from steep hillsides, rocky pastures and other land too poor for agricultural purposes can be made greater by the development of a wood lot than in any other way.

Within the last few years many thousands of acres of cut-over, burned and barren lands have been placed under a new forest growth through the work of the Conservation Commission. The tremendous ultimate value of these forests in a hundred different ways is assured. Not least of these values will be the scenic beauty that will result—cool woods in which the motorist of the future may travel, in place of ugly scars on the face of nature, through which today he is sometimes compelled to pass.

A SPLENDID PROMISE FOR THE FUTURE

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The Annual Meeting of the Club

THE twentieth Annual Meeting of The Automobile Club of America was held at the Club House on Tuesday, April 8, 1919, with Mr. A. J. Hemphill presiding. More than 600 members were represented at the meeting.

Among those present in person were: Messrs.

Calvin T. Adams
Mortimer C. Addoms
A. A. Anderson
Henry B. Anderson
Christian Bambach
W. W. Battie
C. T. Birkett
John V. Black
H. C. Bloomingdale
Maurice Bouvier
George C. Dunscombe
Bradley L. Eaton
Frank Eveland
Herbert N. Fell
Josiah M. Fiske
John Gilgar
Lorenzo M. Gillet
H. H. Good
Franklin U. Gregory
Alan R. Hawley
William Hawley
A. J. Hemphill
Colgate Hoyt
Oliver G. Jennings
Hamilton F. Kean
J. Norris Miller
William W. Miller
C. C. Nadel
Charles C. Orcutt
F. L. Rodewald
John E. Roosevelt
Edward Shearson
Ernest L. Simpson
Robert R. Sizer
Eugene Southack
A. T. Stanley
J. De Mont Thompson
Calvert Townley
W. H. Truesdale
H. C. Verran
William J. Weir
J. G. White

Reports were presented by the following Committees:

Law and Ordinance
Good Roads
Entertainment
City Streets
Public Safety
Library
Technical
Aviation
Motor Boat

The reports of Officers, including those of the President, the Treasurer and the Secretary, were also received. The reports of the President and of the Law and Ordinance Committee were ordered printed at the discretion of the President.

While the tellers were counting the vote on the candidates for Governors, the President took occasion to speak briefly on Club matters. He called attention to the fact that the Club had, in common with all other organizations in the country, been affected by war conditions; that its operating expenses had increased tremendously; that all supplies used in the operation of its service departments were costing a great deal more than formerly, and that there was an increased payroll. He pointed out that the 250 men who washed, cleaned and polished cars were receiving from 40 per cent. to 65 per cent. more in wages than had been paid them three years ago, and that the Club had been fortunate in introducing the piece work and bonus system into its garages, so that a considerable part of this increase in wages had been earned by the men themselves in increased efficiency and greater effort. Mr. Hemphill stated that, if the Club had been obliged to meet this increase in wages without added performance on the part of the workmen, the storage rates would have had to be materially increased if the garages were not to show a substantial deficit.

The President spoke at some length on the service of Club members in the War, and announced that a record was now being compiled by the Secretary of the war work done by members and their families, either in active military service or general activities, and that this would be incorporated in his Annual Report when printed.

The President expressed his appreciation of the hearty co-operation of his associate Governors, and thanked those members who had offered suggestions during the year for the betterment of the Club service. He also commended the management of the Club, and the energy exhibited by the heads of the service departments. Mr. Hemphill stated that it had been the policy of the Governors to carry through such of the social activities of the Club as were practicable during War time and made special reference to the Entertainment Committee and the appreciation all the members felt for the work done by Mr. Alan R. Hawley, the active representative of that Committee, whose War Relief Assemblies and Dances had attracted over seven thousand members and friends to the Club during the winter.

Mr. William W. Miller, Chairman of the Law and Ordinance Committee, was then called on for a speech.

He referred to the death of the late Mr. Horace E. Andrews, for many years a Governor of the Club. He said that the untimely death of Mr. Andrews had come as a great shock to all who knew him; that he was a young man, scarcely 55 years of age, active all his life, not only as one of the leading business men of the country, but as one who gave generously of his time and money to reform movements. Mr. Miller stated that without doubt Mr. Andrews' untimely death could be attributed to the over-exertion that resulted from the multitude of duties that he undertook during the World War in connection with Red Cross and the Belgian Refugees' Relief Committee activities, of which committee he was Vice-President. Mr. Miller said that his tribute to Mr. Andrews could be expressed in a sentence; that he was as fine a gentleman as it had ever been his good fortune to know.

Mr. Miller then addressed himself to Club affairs, and said that in looking over the Annual Statement which was before him, he was especially gratified to note that, in a year which had been a very difficult one for clubs, (he, as a governor of some half dozen, knew that the financial result in most of them had been unsatisfactory) The Automobile Club of America, despite these conditions, had shown an operating profit. He said that another fact in connection with the Club that impressed him was that the statement showed many thousands of dollars spent in maintaining general club activities from which no direct profit could be expected, but without which the Club would be little more than a service station. That its social departments had been maintained at a loss of upwards of $15,000; the courtesy of the Club House extended to many organizations interested in work of benefit to the motoring public generally, notably good road conventions and conferences of the National Highway Traffic Association, the Society of Automotive Engineers using the Club frequently for their large conferences and dinners; meetings of the National Motor Truck Club being held here; the Trade Press Conference, with a membership of some 200 managing editors, holding numerous dinners and conferences here during the year, and the President's announcement of over 7,000 members and friends attending Club affairs, all this had led him to

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conclude that here was ample justification for the expense incident thereto. He then offered a resolution, thanking the management and department heads for their courteous and efficient service. This was unanimously carried.

In closing, Mr. Miller paid a tribute to Mr. Hemphill and said that the Club during his administration had been successfully conducted, and he personally would strongly urge Mr. Hemphill to continue as President, and moved the following resolution:

"RESOLVED, That, appreciating the services of Mr. Hemphill, President of the Club, the members assembled in Annual Meeting urge him to continue in office for the ensuing year."

Mr. Fiske, Mr. Alan R. Hawley, Mr. Eugene Southack, and Col. Jefferson de Mont Thompson seconded the resolution.

Mr. Edward Shearson, Chairman of the Executive Committee, put the question to the members, and the resolution was unanimously carried.

Mr. Hemphill replied, thanking the members for their gracious remarks, saying that he much appreciated the honor of being President of the Club, but that he thought it would be better on this occasion to select some one else.

The President then called on Mr. Shearson, who referred to the present financial condition of the Club. He agreed with the remarks of the previous speakers, and said that he was in very close touch with the management of the Club during the past year, and that, considering the difficulty of securing labor because of war conditions, he felt that the Club had been very well conducted.

Referring to the Supply Department, Mr. Shearson said that it was his conclusion, based on the information he had from reliable sources, concerning prices charged for accessories by public dealers, that members of the Club could save more than the dues incident to Club membership by purchasing their automobile supplies through the Club, and that, in patronizing their own Club, they had the added protection in that here absolutely no commissions were paid and that only standard goods manufactured by reputable concerns were sold.

The President then called on Mr. Henry B. Anderson, who spoke on his work in the Navy, saying that he had served in patrolling the harbor for the first six months of the war, remarking that "his chief duty had been to press down the waves so that ocean going craft could get out of the harbor." After six months he was transferred to the Naval Bureau in Washington, and until recently had been giving his time there.

In closing, Mr. Anderson stated that he thought it fair to pay a tribute to those men who had not been engaged in war work but had remained behind to carry on the industries of the country. He said that he was much gratified at the financial result of the Club's operations during the year.

Mr. Alan R. Hawley was next called upon. He thanked the President for his words of appreciation, and said that he was much interested in the success of The Automobile Club of America, as he had been one of its earliest members, and that he would always be glad to co-operate in any way possible in carrying on the work of the organization.

The President here stated that he saw an old member of the Club, Mr. Eugene Southack, present, and that he had been told that Mr. Southack had been actively engaged in war work and that he had presented a motor boat to the Government.

Mr. Southack addressed the Chair, and said that he was very glad to say that he had been able to furnish a boat, as Mr. Hemphill said, and that, during the past year, he had given much of his time also to the work of the Government Hospital on Swinburne Island for soldiers.

At this time, the President announced the meeting again in order for regular business, and called for the report of the Inspectors and tellers of election.

Mr. Alan R. Hawley reported for the Committee as follows:

That the nominees, Messrs. Henry B. Anderson, James C. Brady, Coleman du Pont, Alexander J. Hemphill, Hamilton F. Kean, Percy A. Rockefeller, James A. Stillman and Theodore N. Vail, had the unanimous vote of all members either present in person or by proxy.

The President declared these gentlemen named elected as Governors for the term expiring the second Tuesday in April, 1922.

The President then called on Mr. Colgate Hoyt, as a Governor of many years' standing, a former President of the Club, and the Chairman of the Building Committee when the 54th Street building was constructed.

Mr. Hoyt said that he had listened with interest to the remarks of the previous speakers and that he was in sympathy with all that had been said. He further stated that he had every confidence in the present management of the Club. He thought that some other members ought now to take up the work of the Governors of the Club, and allow some of the present Governors who were not only old in the service of the Club, but old in years, to retire.

Mr. Hoyt spoke particularly of the Supply Department and urged members to instruct their chauffeurs to purchase nothing outside of the Club. He said that this had been his rule ever since the Department was started; he had always found the service prompt and satisfactory, and as a result of investigations made from time to time, he was confident much had been saved by patronizing the Club for the supplies purchased for his cars.

The President then asked Mr. Hamilton F. Kean to address the meeting. Mr. Kean said that he was in entire accord with the remarks made by previous speakers, and, because of the lateness of the hour, he felt the best suggestion that he could now offer would be that the meeting adjourn.

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The Historic Philadelphia-Pittsburgh Route

Pennsylvania Division of the Lincoln Highway

By Robert Bruce

Part XXIII—From Chambersburg through Fort Loudon and over Tuscarora Mountain to McConnellsburg

THE small number of old taverns on this route between Lancaster and Chambersburg is principally accounted for by the fact that in the early times, before the Philadelphia-Pittsburgh highway was improved practically throughout for stage-coach and freight-wagon traffic, this middle section was not used nearly as much as the eastern division. Consequently, there was less need for such high-class accommodations as were provided between Philadelphia and Lancaster more adequately than on any other American highway from the Colonial period to the present day.

Generally speaking, there may also have been less interest among the people along this section in preserving such taverns as existed at different times. A more fundamental reason, however, was the fact that the 54 miles of the present main route between York, Gettysburg, and Chambersburg were formed by connecting up, at a considerably later date, still older thoroughfares farther east and west. By the time this process had been completed, the earlier group of taverns at Lancaster and from that place east had served as many as six or seven decades of travellers. From McConnellsburg west, particularly in the mountains, we will come across several hotels dating back to stage-coach and freight-wagon days, but not as many or as well preserved as those on the first part of the route west of Philadelphia.

A glance over the several maps made for different purposes prior to 1800 will show a well-defined road leading from Lancaster to Harrisburg, thence southwest along the Cumberland Valley through Carlisle to Shippensburg, and west through Fannettsburg and Fort Lyttleton to Bedford, several miles north of the present route through Chambersburg and McConnellsburg. On some of these maps Chambersburg is not shown at all; on others, the site of the present town is identified by the notation, "Col. Chambers." Subsequently the development of east-and-west travel made it an important point.

North-and-South Routes Came First

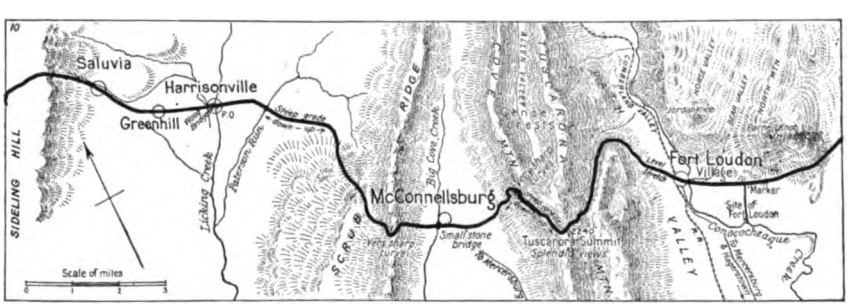
On practically all of these old maps, the extension down the Cumberland Valley from Shippensburg and Chambersburg to Hagerstown and the Potomac River can easily be traced; also

Photo by Forbes Granite Co., Chambersburg

HISTORIC MARKER AT FORT LOUDON VILLAGE, PA.

As seen traveling from east to west. The road in the right background is part of the Philadelphia-Pittsburgh Route. Facts about old Fort Loudon and the various military expeditions through this section during the French and Indian wars are given on the keystone-shaped bronze tablet

the ancient trail from points farther west on the Potomac, particularly Fort Frederick, Maryland, crossing our present highway at Fort Loudon, to



which we shall shortly come, and continuing up the Path or Tuscarora Valley to a connection with the pioneer route from Harrisburg through Carlisle and Shippensburg to Bedford. That made a long, roundabout way from the Potomac to Bedford, but avoided the steep ascent of Cove Mountain west of Fort Loudon, then relatively more formidable than now. Thus the earliest routes through both Gettysburg and Chambersburg were diagonally north-and-south instead of east-and-west.

Strange as it may seem today, the section of the present Lincoln Highway in the vicinity of Chambersburg was developed largely as part of a route from Baltimore, and later from Washington, to Pittsburgh through Westminster, Waynesboro, Mercerburg, McConnellsburg, Bedford and Greensburg. The requirements of travel between Bedford and Philadelphia might have been served indefinitely by the old route through Shippensburg, Carlisle and Harrisburg; but distance and geographical conditions prevented that from ever becoming an advantageous route between Baltimore and Pittsburgh. A few miles farther on we will note the point where the Baltimore road diverges from what has since become the main line.

The old route west from Shippensburg, though unimproved, can still be traveled. For many years after tolls had been established on the present Pike, droves of live-stock and considerable freight were taken that way to avoid the payment of charges on the newer line. About 22 miles east of Bedford, the two alignments merge and continue as one most of the way across the main Alleghany ranges.

Strangers with some leisure will

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find Chambersburg a very interesting place. In the northern part of the town, on the way out toward Carlisle and Harrisburg, is Wilson College for women. The antiquarian may be interested to look at the site of Fort Chambers, at the confluence of Conococheague Creek and Falling Spring, though nothing now remains to remind one of the old frontier defense and stronghold. Nearly seventy years ago, Madiera's edge-tool factory was one of the most celebrated of its kind in the United States; the walls of the building it occupied are still standing near the Western Maryland depot, along the creek opposite the woolen mill, on part of the old fort property.

In his "History of the Pennsylvania Railroad Co.," the late William Bender Wilson states that the first sleeping car line in the United States was inaugurated during the winter of 1837-38 between Chambersburg, Harrisburg and Philadelphia. At that time the railroad was not built all the way through; so the traffic from Pittsburgh and the Central West came over the mountains by stage to Chambersburg, where it transferred to the Cumberland Valley and that part of the Pennsylvania system then in operation to complete the trip to Philadelphia, and vice versa. It is said that the original sleeping cars were in operation there until 1848, when they were superseded by through service over the main line between Pittsburgh and Philadelphia.

Photo by Rev. George P. Donahoo

PART OF SITE OF OLD FORT LOUDON, NEAR FORT LOUDON VILLAGE, PA.

The road shown is the connecting link down from the Philadelphia-Pittsburgh Pike, which is too far in the background to be visible. In the distance is Parnell's Knob, the southern terminus of North Mountain. The large tree stands near a corner of the old fort

Starting West from Chambersburg

Leaving the square, our route follows Lincoln Way West across a small iron bridge over Conococheague Creek, and across the tracks of the Western Maryland Railway just beyond. The first two miles are a gradual ascent, followed by a descent to cross a low stone bridge over Back Creek, a tributary of the Conococheague. This little stream, hardly noticed in crossing, is almost exactly half-way between Philadelphia and Pittsburgh, being a small fraction of a mile under 150 miles from either terminal.

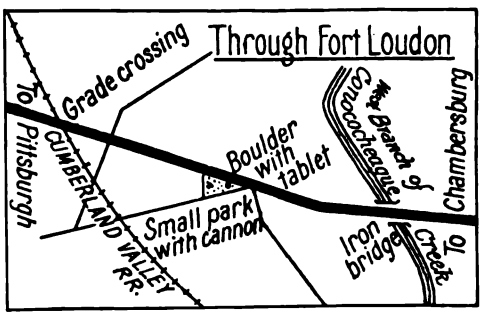
Immediately west of the bridge here begins the gradual ascent of the western wall of the Cumberland Valley, many fine views of which may be had by looking back. St. Thomas, about 3½ miles beyond Chambersburg, is a small village, formerly known as Campbellstown. During his first northern raid into Pennsylvania, October, 1862, the Confederate General, J. E. B. Stuart, came up from the Potomac through Mercersburg, reached the line of the Philadelphia-Pittsburgh Pike here at St. Thomas, and followed it eastward into Chambersburg. On the right-hand side of the road, about three-quarters of a mile west of St. Thomas, are three great weeping willows, probably the largest on this route across Pennsylvania.

One of the most interesting developments of Colonial times in this section was a chain of frontier forts, so-called, but in reality a series of stockades and fortified cabins, erected between the Delaware and Susquehanna rivers, along the general line of the Kittatinny or North Mountain, and its continuation, the Tuscarora Range, to the Potomac River, as a protection to the settlements in Pennsylvania and Maryland after Braddock's defeat in 1755. That chain were it in existence today, would be crossed by our present route in the vicinity of St. Thomas, as forts Lyttleton, Shirley and McCord were located north of the turnpike, while forts Loudon, McDowell and Steel, in Pennsylvania, and forts Frederick and Cumberland, in Maryland, were southwest, on the way to the Potomac. None of these frontier defenses are now in existence, but we shall pass within about a mile and a half of one of the most important of them, Fort Loudon, and the next village on our route, commemorates it.

Through Fort Loudon Village

On the left, a half mile beyond the three willows, a prominent road branches southwest. If that were followed about four miles it would bring one to the site of McDowell's Mill, afterwards better known as Fort McDowell, once situated on the banks of the west branch of the Conococheague, at the little settlement now known as Bridgeport, but scarcely worth that detour to see. Continuing straight ahead along the main pike, we notice, on the right hand side in the nearing distance, a high peak which has been known since Colonial times as Parnell's Knob, and so named on all of the old maps of this section found by the writer. Here the Kittatinny or North Mountain range, which has been practically continuous from the Delaware and Susquehanna rivers, terminates in this bold, exposed peak, rising about 1,200 feet above the roadway, from which it is distant only a trifle over a mile.

On the opposite, or south side of the road, just west of where one passes Parnell's Knob, is the side-road leading down to the site of Fort Loudon, also on the Conococheague, but within a mile or so of the highway. Many tourists make the side-trip, attention to which is called by a prominent marker erected in the angle of the Pike and the short road to the fort. This was not only the most important of the old frontier defenses in this region, but



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was also a point on the somewhat circuitous route followed by the Forbes expedition against Fort Duquesne in 1758. While that route used the general alignment of the present Pike, it made several deviations, notably in this section, where it took a northerly course from forts McDowell and Loudon to Fort Lyttleton, and thence west, avoiding the climb over Tuscarora or

From "Geography of Pennsylvania," Philadelphia, 1843

PARNELL'S KNOB, AS SEEN FROM THE ROADSIDE EAST OF FORT LOUDON VILLAGE

Cove Mountain, to which we are shortly to come.

The name of this old fort is more properly spelled Loudoun, after Lord Loudoun, Commander-in-Chief of the British forces during the early part of the old French war. Loudoun Street, in Winchester, Virginia, still retains the original spelling; at this point and in the neighboring village it has been shortened to Loudon. Continuing the trip about a mile and a quarter from the side road to the site of the fort, we cross an iron bridge over the west branch of the Conococheague, and come at once to an important fork, in which is set a large granite boulder, with a bronze tablet with this inscription:

FORT LOUDON

Erected by Colonel John Armstrong in the winter of 1756, by the order of the Province of Pennsylvania, was situated a mile southeast of this spot.

The fort was built for the protection of the frontiers against the Indians, and took the place of the Fort at McDowell's Mills, which was situated at Bridgeport. Fort Loudon was the scene of many thrilling events during the Indian raids in this region. During the expedition of General John Forbes in 1758, and that of Colonel Henry Bouquet in 1763-4, this fort was used as a rendezvous for troops and as a base of supplies. It was the scene of the exploits of Captain James Smith and his "Black Boys" in 1765. Before the building of the State Road to Pittsburgh it was the point of departure of great trains of packhorses loaded with goods for the West and South.

Erected by the Pennsylvania Historical Commission, the Enoch Brown Association and the citizens of this place, 1915.

This quiet little village in the wilds of Franklin County, Pa., almost literally surrounded by mountains, has several claims to fame. Through this locality the celebrated Indian trail, known in history as the Kittatanning Path, led from the Potomac and lower Conococheague settlements to the Allegheny River north of Pittsburgh, a fact perpetuated in the name of the "Path Valley," through which the west branch of the Conococheague winds for several miles north of our route. Here, for a considerable period before the improved road had been constructed farther westward, wagon freight in increasing quantities brought so far had to be transferred to pack-horses for the remaining distance to the Ohio. Its name was undoubtedly due to the fact that it was the nearest important settlement to the old fort.

When the pack-horse trail was superseded by the improved section of the present route west of Tuscarora Mountain, the village of Fort Loudon became a prominent stopping place for stage-coach travel. Shortly after the Revolution a son of Col. Chambers, the founder of Chambersburg, erected a forge here to take advantage of the water power. During the stage-coach era the village was known for the manufacture of whips, like Westfield, Mass., today, though of course on a much smaller scale. It also had wagon and blacksmith shops. Thomas A. Scott, who in 1860 became Vice-President of the Pennsylvania Railroad, and was during the Civil War in principal charge of railway operations for the Federal Government in the war zone, and afterwards became President of the railroad company, was born in Fort Loudon December 28, 1824.

Keeping to the right of the small park, with the tablet flanked by cannon, we cross the Southern Pennsylvania branch of the Cumberland Valley Railroad, the last sign of steam transportation to be seen until we come along the Raystown branch of the Juniata River, near Everett, on the other side of the first series of mountains. By the highway over which we have just come, the distance back to Chambersburg is only 13.4 miles, as against 22.6 miles by the railroad, which takes a circuitous course to the south, and sends a spur to Mercersburg.

For a half mile or so west of the railroad, our highway crosses

From "Geography of Pennsylvania," Philadelphia, 1843

JORDAN'S KNOB, AS SEEN FROM THE ROADSIDE LEAVING FORT LOUDON VILLAGE FOR McCONNELLSBURG

the Path or Tuscarora Valley, here almost as level as a floor. Looking back across same, and over the west branch of Conococheague Creek, we see Jordan's Knob, similar to, but not as high, as Parnell's Knob east of Fort Loudon village. This picturesque eminence is an escarpment at the point where the southwestern edge of North Mountain turns or folds back into the Path Valley, out of which we are about to climb by a steeper grade than any encountered heretofore on this trip.

Photo by Greathead News Co.

PART OF THE STEEP GRADE ON THE WESTERN SIDE OF TUSCARORA MOUNTAIN, TWO MILES EAST OF McCONNELLSBURG, PA.

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Crossing Tuscarora Summit

Glancing ahead from this level street, the tourist will see Tuscarora or Cove Mountain looming up tremendously in the distance, and will perhaps wonder how it is to be crossed. That is done almost every day by a procession of cars, including heavily loaded trucks; and accidents are very rare. One only needs to be sure that the car is in good condition, especially the brakes, to strictly observe the rules of the road, and keep a sharp lookout for vehicles coming from the opposite direction, particularly when under full power and perhaps carelessly driven.

The ascent from the east is about four miles, with no turns or very sharp curves; in this distance the net rise is about 1,300 feet. A signboard at the top gives the elevation as 2,240 feet, though on the U. S. Geological Survey map (Mercersburg quadrangle) it is shown as about 2,100. While several of the ranges farther west are higher, no grades for the distance are steeper than those on this mountain, due to the fact that fairly deep valleys lie closely on either side of it, whereas the others rise principally from a plateau considerably above these eastern Allegheny valleys.

Though known almost equally well as Tuscorara or Cove Mountain, the former is probably the true Indian and more correct name, derived from the Tuscarora tribe, the last addition to the six Nations of Iroquois, after whom the Tuscarora trail between the South and North through this section of Pennsylvania was called. The word "cove" is frequently used in the Alleghanies to describe some sheltered valley, to which a local name is given. McConnellsburg, the next town, is located in what is known among many old residents as the "Big Cove," surrounded on all sides by mountains. A correspondent, discussing this usage, writes that people of the older generations would frequently express their intention of going "over to the Cove." In time this came to mean over the Cove Mountain, from which the proper name seems to have been derived.

The Descent Into McConnellsburg

Along this section of the crest of Tuscarora Mountain runs the boundary line between Franklin and Fulton counties, both of which extend to the Maryland line, though the mountain decreases gradually in size on the south, and disappears altogether before the Potomac is reached in the vicinity of Hancock. Splendid views are had in all directions from the roadway; and these can be much increased if one cares to leave the car and walk to nearby points of vantage. Old buildings, some of which were undoubtedly taverns in stage-coach days, are occasionally seen, but there is usually nothing to identify them. On the north side of the road at the summit are the ruins of what was probably a roadhouse within comparatively recent times.

More care is required in ascending or descending the western slope than the eastern side, as the grades average steeper and there are several sharp curves, one nearly a "horseshoe." In the course of a trifle less than three miles we descend to a level of 955 feet at the point where the Pike from Baltimore or Washington through Waynesboro, Greencastle, Mercersburg and up through Cove Gap (Foltz) comes into this route, a half mile east of McConnellsburg. A signboard in the angle gives the name of the Waynesboro, Greencastle and Mercersburg Turnpike; and also indicates the way to the birthplace of James Buchanan, located six and one-half miles along that route.

This diagonal road from the southeast has been of great importance ever since there has been an improved thoroughfare from McConnellsburg through Bedford and Greensburg to Pittsburgh. In Colonial times it was expected that the main highway from Baltimore and Washington to the Forks of the Ohio would be over the Baltimore and Cumberland Turnpike to Cumberland; thence by the route which subsequently became the National Turnpike as far as the summit of Laurel Hill, a few miles east of Uniontown, and the Braddock Road for the remaining distance. But the Braddock Road between Laurel Hill and Turtle Creek fell into disuse, and the National Turnpike found its principal terminus on the Ohio River at Wheeling, with only incidental connections to Pittsburgh.

Thereupon travel and commerce from Baltimore and Washington began to be diverted from nearly direct west through Maryland to northwest into Pennsylvania, using the second half of the old Philadelphia-Pittsburgh Pike to reach the confluence of the Monongahela and Allegheny rivers. This added immensely to the traffic from Philadelphia, Lancaster and York, to which was also added that which went through Harrisburg and Carlisle to Pittsburgh or beyond. One result of this is the increased number of taverns to be found, even today, on the next section of the route. Passing the point where the travel from southeast joins our present route, we come quickly into the main street of McConnellsburg.

Mr. Bruce will continue his series in the next issue of Motor Travel.—Editor.

"Gettysburg for the Motorist"

IT is said that more automobile tourists visit the Gettysburg Battlefield each year than there were men engaged on both sides in the struggle of July 1-2-3, 1863. Notwithstanding this great interest, many tourists fail to get a clear idea of the battle, due largely to the failure of the standard histories of the war to note the importance of the highways and the fact that Gettysburg became the center of warfare principally because it was the meeting place of so many important roads.

In their cars, motorists have the best means for observing the features of the surrounding country and the battlefield itself, and in order to make the trip thoroughly interesting and enjoyable, all the necessary data on the battle should be embodied in convenient form, and written from the special viewpoint of the automobile tourist.

Robert Bruce has prepared a 32-page booklet of exactly this character, including 4 maps and a number of fine illustrations. All the routes into the town are covered in the text. The military movements leading up to the engagement are described, and the outlines of the battle, on each of the three days, enable the motorist to master all the salient features quickly. The dedication of the National Cemetery, and the circumstances surrounding the delivery of Lincoln's famous address on that occasion, are also given.

"Gettysburg for the Motorist" will be published shortly by The Automobile Club of America, 247 West 54th street, New York City. Copies may be ordered from the Club at 50 cents, postage paid.

Mr. Bruce is widely known as the author of "The National Road," which describes the route, so important in the early history of our country, from Baltimore through Frederick and Cumberland, Md., and Uniontown, Pa., to the Ohio River at Wheeling.

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"This Work Must Go On!"

A Million of the War Orphans of France are Destitute and Look to America for Help

THE "Fatherless Children of France," as its name implies, is an organization devoted to the interests of the orphans of the French soldiers. When war broke out in 1914, France was totally unprepared to take care of these children, all her resources having to be diverted to the one supreme object, the stemming of the German invasion. It followed therefore that the children of France, throughout the four years of devastating conflict, were among the chief sufferers of the European war. So great indeed were their hardships and privations that the rate of infant mortality attained

A CLAIM ON AMERICA'S GENEROSITY
This family has given its protector to save the world from slavery

appalling heights, while there was a most serious increase in the percentage of diseases, such as tuberculosis, and other ailments caused by improper feeding.

To assist the French children in their terrible emergency this organization was formed. It had a two-fold object. First, to supplement, by means of money, the slender pension allowed by the French Government, so that the children might not actually starve. Secondly, to give moral support to children and mothers in their distress. The first aim is achieved by granting to each child the sum of $36.50 per annum. This amount is paid out to the mother or guardian in four quarterly instalments by the Paris office. The second aim is attained by putting the American adopter in touch with the child adopted, so that by means of letters and postcards, personal relations are established between donor and recipient, with the result that a friendship will be established between the two great countries on such a basis that nothing can ever break it.

It has been advanced by many people that, now the war is over, there is no need for America to continue helping France. This is a most regrettable impression, which is causing much distress. Even peace cannot bring back the dead soldier to his child and to hundreds of thousands of homes throughout the length and breadth of France, the breadwinner can never return. During the time of hostilities, many of the mothers and elder children found work in munition factories and in other war industries. Now, this avenue of employment is closed to them, and their plight is even more pitiful than during the time of actual warfare. France needs help as she never needed it before. Her people are suffering in mind and body. Her financial resources are drained. Her towns and villages, in the northern part, are laid waste. Her factories and machinery are destroyed. Her mines are unworkable for two years. Her trees are razed to the ground. The soil is so poisoned that it will remain unproductive for a considerable time to come. Her railroads and bridges have been destroyed, thus retarding the work of reconstruction enormously. France needs our help, and she needs it now. Her children must be assisted at once,

FATHERLESS CHILDREN OF FRANCE
Some of the war orphans maintained by this splendid fund

for in them lies their country's hope, and through them alone can the France of the Future be rebuilt.

Only a few days ago, New York City resounded to the cheers of the multitude which greeted the return of her heroes, the 27th Division, that did

THE FATHERLESS CHILDREN OF FRANCE, Inc.

ALEXANDER J. HEMPHILL
New York Committee Treasurer

HEADQUARTERS NEW YORK COMMITTEE,
11 West 46th Street

$ .10 keeps a child 1 day
$ 3.00 keeps a child 1 month
$36.50 keeps a child 1 year
$73.00 keeps a child 2 years

I Pledge Myself to Give:

$.....for.....fatherless {child / children} of France for {one year / two years}

$.....as a donation toward the support of a child.

Do you desire name and address of child.....?

Date.....

Name.....

Address.....

Subscriptions payable by the year, month or quarter.
Please draw check to and forward to New York Committee Treasurer.

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such magnificent work in breaking down the Hindenburg line. All honour to these brave men, and to their heroic dead comrades. But had not France resisted, with her indomitable courage, the onslaught of the Germans for well-nigh four long years, we should not today be celebrating the triumphant return of our forces. The debt we owe to France is a heavy one. But it is one that we can repay by helping her children in their hour of bitter need.

Not long ago, Monsieur André Tardieu, the French High Commissioner, stated that there were in France 2,000,000 war orphans, of which number 1,000,000 were absolutely destitute. The "Fatherless Children of France" is caring for over 140,000 of these children, and hopes to be able to assume the care of many thousands more.

To the readers of MOTOR TRAVEL the appeal is therefore made to help this organization. If every reader would adopt one of these children a very great number of little French war orphans would be saved for France. Thirty-six dollars and fifty cents is all that is required to keep a child in its mother's home for one year, there to be brought up in the religion of its parents and the traditions of its country. Nothing is deducted from this amount for overhead expenses—every cent goes to the children.

The Headquarters of the New York Committee are located at 11 West 46th Street, where all information will be gladly given regarding the work, and where photographs of children can be inspected. The officers include Miss Luisita Leland, chairman; Mr. Alexander J. Hemphill, treasurer, and Mr. Edward Shearson.

France saved the world. Help save her children!

The Motor Car Back in '99

GLANCING over the newspapers and magazines of twenty years ago reveals the astonishing change that has taken place in our attitude toward the motor car. The news articles and editorials during the early days of automobile development seem to be dealing with a period remote from our own, and, in many respects, the end of the 19th Century is really distant when measured by the changes, economic, social and mechanical, that have occurred.

Some phrase maker recently referred to the Allied forces in the World War as having "floated to victory on a wave of oil." He was not very far from the truth; it would be a brave man who would undertake to show how the victory could have been won without cars, tanks, tractors, ambulances, motorcycles, airplanes, dirigibles, motorboats, all driven by gasoline engines.

To have proven a decisive factor in the world's greatest struggle is the proud record of the automobile industry, still in its twenties.

A look at the cradle days of this sturdy youngster will not be without interest.

* *

An advertisement early in 1899 describes one car—"noiseless, odorless, no vibration, perfect control, absolute safety, automatic starting." How far have we really advanced in twenty years?

* *

Suggestions are made that owners of motor carriages give them pet names as they do their dogs, horses, etc. The editor states, "The idea is regarded as a good one, and it will undoubtedly be put in practice by those of sporting proclivities."

* *

One of the companies still in the field announces in an 1899 advertisement, "Almost every day now sees one of our carriages being driven to the depot for shipment."

* *

The discussion on what to call the new vehicles continues for a long time, one writer advocating "motor vehicles," another, "motor carriages," others, "automobiles." The modern term "car" seems not to have been used at all.

* *

A gasoline carriage is announced by S. Blimline, of Seaton Spring, Pa., as weighing 400 lbs., complete, and propelled by a 1½ h.p. gasoline motor. It had two speeds, 3 and 10 miles per hour.

* *

A news item about the Haynes-Apperson "carriage" states that "the '99 model is a trifle higher and more stylish than their '98 model, the two-seated carriage being furnished with a full 7 h.p."

* *

One William L. Whipple, of Locke, New York, brings out a motor carriage to burn soft coal or kerosene oil, estimated to cost not more than 12c. a day to operate. The engine was 2½ h.p.

* *

Now we find a news item of especial interest, as follows:—

"The oft-mooted project of forming an automobile club in New York City is at last taking definite shape, and a call has been issued for a meeting to take place at 8 o'clock on Wednesday evening, June 7th, at the Waldorf-Astoria Hotel. Messrs. Whitney Lyon and George F. Chamberlin are the leading spirits in the movement. Parties who own motor carriages or have ordered them are eligible to membership."

This was the first call for the organization which became The Automobile Club of America.

* *

An editorial on terminology expresses opposition to the word, "automobile," which has since come into universal use. This writer advocated "motor vehicle," "motor van," "motor trap," etc., as expressive of the various forms of carriage. Of the disapproved term he said, "as for the word, 'automobile,' it is French, and may be said in its present currency to represent the faddish and speculative phases of the motor vehicle movement which are of a transitory nature, and will largely be weeded out from our common speech because of its length and its foreign parentage." Wrong, this time.

* *

Prolonged discussion continues over the term to be used in describing the automobile driver. Some publications strongly oppose the French word, "chauffeur," and insist that the English, "motorman," is preferable. The "Horseless Age," describing the activities of a French duchess then learning to drive her own automobile, said, "We believe the Duchess favors the term, 'motorman,' rather than 'chauffeur,' which means stoker in English, and is rather too suggestive of soot and grime."

* *

An editorial on "Hasten Slowly" has an ancient flavor.

"Several motor carriages are now in use in Cleveland, Ohio, and th citizens are beginning to complain of the excessive speed at which they are run. There is particular danger in dashing around corners, an error which the motorman is likely to commit because his vehicle is lower and

(*Continued on page* 60)

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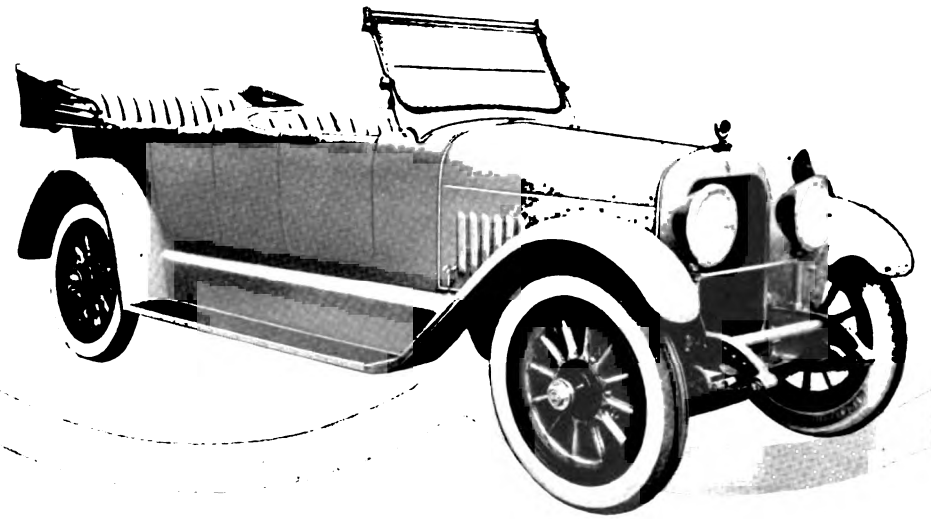

He drives it himself

THE owner of a thoroughbred horse drives it himself because he loves horses, and the pleasure of ownership is largely the pleasure of driving.

The sort of man that buys a Mercer is the sort of man that loves a car.

The Mercer is a car that gives a thrill of pleasure to the man or woman who drives it.

It is because it is willing, eager, and gentle.

Willing because it will perform any task you call upon it to do.

Eager because it has the power, the quick pick-up, the responsiveness that you love to feel as you step on the throttle.

Gentle because, with all its power and capability for speed, it is smooth, quiet, and flexible in its control.

The Mercer is limited in its output—many will be disappointed this year. Those who succeed in getting one will be the ones who order early.

Mercer Automobile Company
350 Whitehead Road
Trenton, N. J.

MERCER
MOTOR
CARS

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The Motor Car Back in '99—Continued

(Continued from page 58)

easier to control than the horse vehicle. It is better to hasten slowly with regard to speed, for the public is not yet educated to it."

This about a vehicle that possessed all of 3½ horse power.

* *

In a news article on the organization of the Club, Mr. Whitney Lyon is reported as stating facetiously that "an automobile club was needed in order to protect users of motor carriages from park boards on the one hand and from motor vehicle manufacturers on the other, the park boards excluding motors from their domains, and the manufacturers keeping purchasers on the string for months." Mr. Lyon added later that the necessity of a club was forced upon him by the difficulty he found in trying to find a livery stable keeper who would store and care for his motor carriage. When the proprietor of a stable learned that the vehicle was horseless, he looked upon it is as an enemy to his business and not to be harbored at any price.

* *

In a notice on the incorporation of the Haynes-Apperson Company, a description is given of a run of fifty miles made by one of their cars from Kokomo to Lafayette, in the record time of three hours and thirty minutes, carrying two persons in the carriage itself and another in a trailer, which also carried baggage. The cost of gasoline for the run was only 30c.

* *

An editorial writer warns against the "conception of the motor carriage as something on the 'airy-fairy' order, a thing of gossamer, to be regulated by a magic push button, and gathering its power from 'airy-fairy' nothing." He tells manufacturers they must avoid placing in their customers' hands "vehicles that are not adapted for road work."

* *

A great deal of effort is expended to prove that automobiles could be operated at less expense than the horse drawn vehicles. The statement is made by one early efficiency expert "that he had driven horses for years," and computes that all items carefully included, it costs at least ten cents a mile "to drive a horse." The opinion is editorially expressed that a motor vehicle doing the same work can be "maintained for two or three cents a mile, rent, taxes, repairs and care included." Query: Is the Golden Age of the motorist also in the past?

In December, 1898, an editor comments on the action of the Belgium authorities in closing the public roads to automobile races: "The road racing mania should be firmly dealt with at the outset, or we shall have a startling rise in the rates of life insurance."

* *

Speaking of the opposition shown by carriage makers to the advent of the automobile, the writer, who has proven a good prophet, continues:

"The motor vehicle is no more a fad than the printing press, the locomotive or any other labor saving invention of man. Its horizon does not end with a few pleasure carriages that will be added to the stables of the aristocracy. This is a very small corner of the field, which expands out into the great industry, where there is a crying need of improvement and where economy is a deciding factor."

* *

"How to Meet a Frightened Horse," gave valuable advice to the novice as to the best way to approach a frightened horse on the highway. "If the operator of the motor carriage and the horse both become frightened," he says, "trouble will shortly result. The bold way is the best way in such an emergency. Do not stop your carriage and keep it standing in front of the frightened animal to add to his terror, but press on at a good speed, giving the horse plenty of roadway, and, before the perturbed beast can do any damage, the motor carriage will be beyond his ken, and he will realize the folly of his performance."

* *

Under the head of "New Inventions" is a note about the "Horsey Horseless Carriage," which tells about Uriah Smith, of Battle Creek, Mich., and his method of preventing runaways on the part of horses who meet motor vehicles. The device included the life size image of a horse down to the shoulders, which was to be fastened in front of the carriage. This he warranted would allay the fears of any equine, "for the carriage would have all the appearance of a horse-drawn vehicle; the live horse would be thinking of another horse, and before he could discover his error and see that he had been fooled, the strange carriage would have passed, and it would then be too late to grow frantic and fractious." The inventor also recommends his device as a wind brake and as a receptacle for gasoline.

One steam car enthusiast states that he intends to buy "the noisiest and most disagreeable gasoline carriage he can find, and send it on ahead to notify the people that a quiet and dainty little steam carriage was coming along just an eighth of a mile behind."

* *

Stables are denounced as breeders of disease, and the writer predicts that "the nuisance will not be wholly abated until the great beasts whose refuse litters the streets and fouls the atmosphere in our populous centers are banished from the cities to the agricultural districts, where they will find temporary harborage. Later they will be relieved of much of this drudgery, too."

So the tractor was not unforeseen.

* *

Police officials in Rochester decide that they will not interfere with the rational use of motor vehicles, especially those driven by electricity. The emission of smoke or steam, and the dropping of hot coals, they thought objectionable.

* *

Automobile Highway

The building of a transcontinental highway is not a new idea, an item of April, 1900, saying: "The Automobile Club of America is taking steps to popularize the movement for a good road from sea to sea. A commission of enthusiastic automobilists has been appointed, headed by Gen. Nelson A. Miles."

* *

The horse again—"In consequence of a serious accident to a lady who was driving a horse which became frightened at a motor carriage and ran away, the park commissioners of Boston, Mass., have decided to exclude all motor vehicles from the parks between the hours of 10:30 A.M. and 9 P.M."

Accidents of this nature fill many columns; however, we find the editor loyal to the new vehicle, predicting of the horse—"in time these wild beasts (the few that are left in parks and cities) will become so accustomed to the horseless vehicle that they will be compelled to run away from some other cause."

* *

An editorial asks, "Shall vehicle motormen be licensed?" This has since been answered by every state in the Union, as every motorist has good reason to know. The car owner is now looked on as somewhat of a gold mine by the omnipresent tax gatherer.

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CLIMBING ON HIGH

MOTOR cars were formerly sold on claims that they could climb hills on high speed better than other cars in the same class. Many motor cars were ruined in the first 1,000 miles by test demonstrations of this kind. The General Motors Corporation gives good advice in the instruction book which accompanies every car of a certain popular make where it states: "This car will climb any hill on high which any other car will climb. We suggest, however, that after this has been demonstrated to the satisfaction of the owner, he utilize the second or lower speed on steep grades rather than strain the motor." It is a notorious fact that professional demonstrators of automobiles are not averse to using cars just delivered to new owners for excessive hill climbing when they will not use their own cars for the same purpose.

AUTOMOBILE EXPORTS FROM THE UNITED STATES DURING 1918

THE Department of Commerce reports that during the year 1918 France purchased more commercial automobiles from the United States than any other country, buying 3,356 cars valued at $12,920,029; England came second with 2,080 cars to the value of $5,999,541; the third place was occupied by Canada who took 1,596 cars, representing $2,035,464.

Canada was the largest buyer of American passenger automobiles, purchasing 8,543 cars for $7,141,406; Australia came second, with 3,826 cars to the value of $3,271,-317, and Japan third, having taken 2,699 cars worth $2,877,692.

Canada leads also in the purchase of spare parts for motor cars, not including tires and engines, to the total value of $11,617,494; England takes second place, with $6,951,699, and France third, with a total of $5,069,426.

There were 38 commercial automobiles, valued at $86,-930, shipped to Hawaii, and $333,720 worth of parts sold. Passenger cars numbering 188, to the value of $264,475, were shipped to Porto Rico.

SHIPMENT OF TOURING CARS TO ENGLAND

THERE has been some doubt in the minds of members wishing to send their automobiles to England for touring purposes as to the extent the British Government regulations might affect such a proposition. Some of the trans-Atlantic shipping companies have been willing to accept automobiles for transport across the ocean, subject to signed release, while other lines definitely refuse to do so without an official import license, having been previously obtained from the British authorities granting the importation. That these latter companies were acting in the best interests of the owners desiring to ship their cars, appears evident from the following statement, recently submitted to The Automobile Club of America by the Sutherland International Despatch of 11 Broadway, New York City:

"With regard to the importation of passenger automobiles into Great Britain, we are advised that all motor vehicles are on the British list of prohibited imports, and will be admitted only after a license has been secured by the importer in Great Britain.

"The fact that the cars are intended for personal use will not relieve the importer of the necessity of securing an import license.

"Should the cars arrive without a license having been secured they would be subject to confiscation."

Members are, therefore, urged to consult the Foreign Department of the Club with regard to securing the necessary official permission, before making arrangements for shipping their automobiles to Europe.

RESTRICTIONS ON SHIPPING AUTOMOBILES TO THE CONTINENT OF EUROPE

THROUGH the courtesy of the Sutherland International Despatch, 11 Broadway, New York City, The Automobile Club of America has been favored with information regarding sending members' automobiles to France, Italy, Belgium, Holland, Norway and Sweden.

The Sutherland International Despatch has made a thorough investigation of the situation through its foreign branches and has obtained an official opinion on the subject from Washington, to the following effect:

"Regarding the shipment of automobiles to certain European countries, we have recently had occasion to look up the restrictions of France, as they apply to tourist automobiles, and have come to the conclusion that it is extremely inadvisable to attempt to take automobiles to European countries at the present time.

"In so far as commercial shipments are concerned, import licenses are required for automobiles in all of the countries mentioned in your letter, except Belgium, and it is very doubtful whether the requirement would be waived in the case of automobiles accompanying passengers. If the automobiles are passed by the War Trade Board for shipment to Holland, Norway and Sweden, there would probably be no difficulty in securing their admission at the other end, but there are so many other obstacles at the present time, that we earnestly recommend that no attempt be made to ship tourist automobiles to these countries."

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Empire Red Tubes Last as Long as the Average Car Itself

Sometimes there is such a thing as "the best"

Many men set "the best" as their goal. They seek out worthy materials for their work. They gather skilled craftsmen and hold before them high ideals. By sincerity and painstaking they climb near—often very near—to "the best."

He who attains the final "best," however, is he who, having all that the others have—integrity, skill, courage—has over and above these, a hidden advantage all his own. A formula, a method, a device, a knack maybe, which fate has given him and denied to the rest.

So the old master of painting had a secret of mixing his colors that has made his canvases endure through centuries, while those of his contemporaries are faded and forgotten.

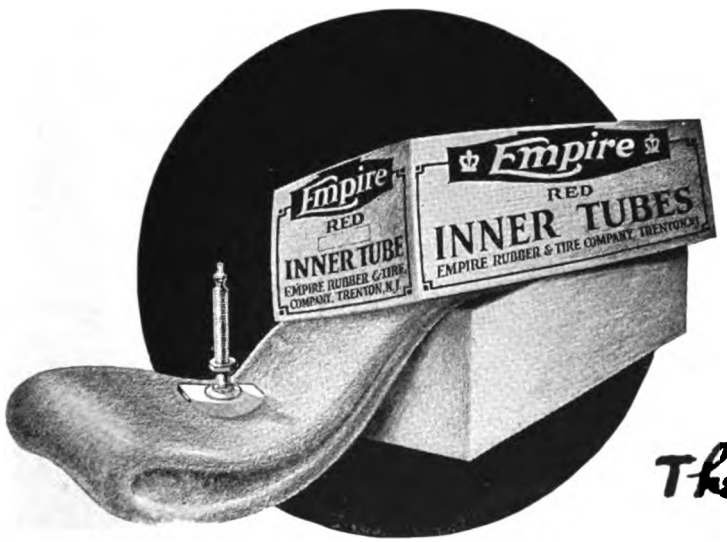
So, too, Modern Industry has its examples.

Many manufacturers have earnestly tried to make the best inner tubes. All have had access to the same rubber markets, the same equipment, the same workmanship. And good tubes are being made in many factories.

But one maker has had the good fortune to possess that knack, which the seeker after "the best" must have if he is to attain his ideal.

Rubber is in itself a short lived material. For years it has baffled the skill of scientists. The problem of the tube maker has always been to lend to the completed product longer life than the crude material possesses. It is just this which was accomplished by the process which was put in use at the Empire factories in Trenton, N. J., twelve years ago. For twelve years the now famous Empire Red Tubes have been made by this exclusive process.

Today, therefore, the service of an inner tube is no longer measured in terms of mileage, but in terms of years, for the Empire process has produced tubes which resist not merely friction and strain but the deterioration of time itself—tubes which last as long as the average car itself.



The Empire Tire Dealer

30x3	$4.00
30x3½	4.45
32x3½	4.75
33x4	6.50
34x4	6.65

Empire Red Tubes

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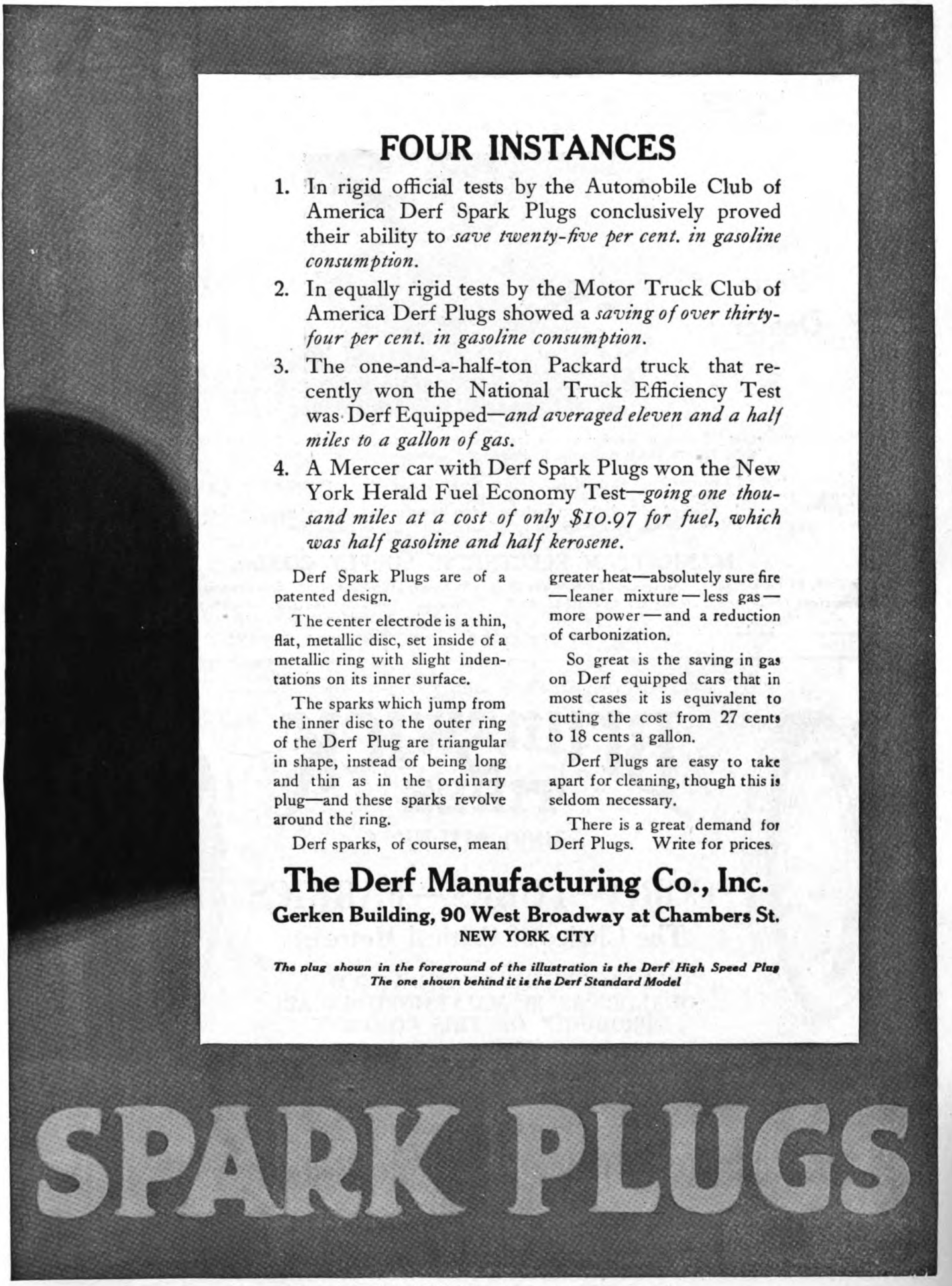
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3. The one-and-a-half-ton Packard truck that recently won the National Truck Efficiency Test was Derf Equipped—and averaged eleven and a half miles to a gallon of gas.
4. A Mercer car with Derf Spark Plugs won the New York Herald Fuel Economy Test—going one thousand miles at a cost of only $10.97 for fuel, which was half gasoline and half kerosene.
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The one shown behind it is the Derf Standard Model
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Selecting the right oil and grease for your car is of the first importance and its use, when and where needed, will insure ease and quietness of operation, freedom from breakdowns, longer life and less expense for operation.

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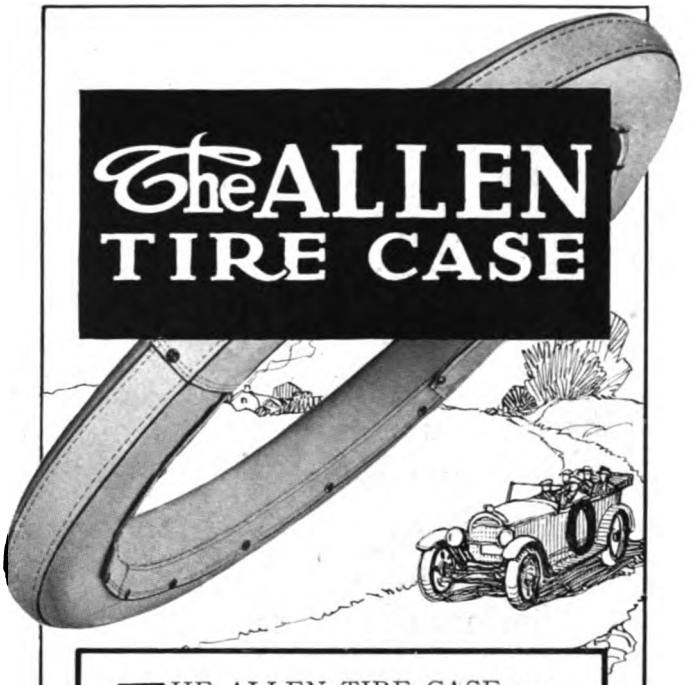

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KNEE-DEEP in June doesn't sound so very poetical to the chap who is knee-deep in dust, liquidating by the sweat of his brow a blow-out in a cost-little and soon-over tire. The thing uppermost in his mind is that he wishes he had taken the advice of his experienced motorist friend and bought Kelly-Springfield Cords.

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MOTOR TRAVEL

Into the Heart of Romantic Virginia

Florence M. Pettee

NEW York is the very center of a network of attractive tours. Not only are there a myriad of contrasting runs, but each and every one boasts of uniformly excellent highways and hotels of luxurious appointments. Something quite "different" is the jaunt into the heart of Virginia with a continuation along the Shenandoah Pike far into the storied South.

The route direct through New Brunswick and Jersey's capital is of the type inviting a full throttle. And the City of Brotherly Love showers from every point of the compass interesting side-runs to lengthen the tour if desired before whirring into the south. In decided contrast to the suburban runs lies historic Valley Forge with its monuments, grass-covered forts and ramparts, all now converted into an attractive park. The sturdy stone school-house, sentineled by Revolutionary cannon, recalls the days when Letitia Penn, a daughter of the famous Quaker, held sway in his oldest educational institution of the state. The chinked log stockades on their green eminences are reminiscent of some of the present-day cabins in the far West. Of course there are frequent mementos of the prowess of General Washington, and his Headquarters, plain and unostentatious, overlook a charming creek as it meanders through the meadow. Today the peaceful beauty of this Revolutionary spot little suggests the rigors of that hateful winter. And we, who glibly besprinkle our language with "camouflage" have doubtless forgotten that the little Continental Army encamped at Valley Forge inaugurated an early camouflage, when they blackened their feet lest the Redcoats might know of their dire straits.

A triangular tour from Philadelphia exploring southern Jersey offers a longer side trip through sequestered towns to Atlantic City. Countless appetizing sea menus beguile the motorist to a leisurely exploration of the entire Jersey coast. And when the left side of the triangle has been completed through Eldora and Vineland back to Camden and Philadelphia, this tour has been a diverting addition to your mileage. All of this comes in by way of contrast to the Shenandoah country to come, for variety is the main asset of any motor-tour. And no querulous pessimist can flay the road conditions here.

WHERE THE POTOMAC MEETS THE SHENANDOAH

Soon the charming lines of Bryn Mawr's aristocratic college buildings fade from sight, and the road takes on long swoops like a roller-coaster. As it gallops over restful, prancing hills, it suggests the larger spurs of the Alleghenies beyond. The cities of Lancaster and York recall the War of the Roses when the red and the white marked the rival partisans back in Merrie England. Colonial lines seem to predominate in both of these cities and the road is uniformly excellent. At Gettysburg there are Civil War relics enough to stock a Louvre. The peaceful slopes of the hills about Gettysburg make it seem impossible that such carnage ever took place here.

Here, too, comes a dual choice of ways to the Shenandoah Valley Pike. There is the splendidly scenic route over the mountains to Chambersburg and Hagerstown via McConnellsburg, the entire way excellently surfaced, the short poor stretches on Cove mountain being recently smoothed. Then there is the alternate way through Frederick and Harpers Ferry. If your penchant is for mountain scenery and historic landmarks, follow the reverse route of Lee's Army to Chambersburg and explore the Antietam field from Hagerstown. Should you have a predilection for "Green-walled-by-the-hills-of-Maryland" vistas, enhanced by stirring views of the confluence of the Potomac and the Shenandoah, take the way through Frederick. But in case you are without a more extended southern circuit, by all means motor from Gettysburg to McConnellsburg and Ha-

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gerstown and then return through Harpers Ferry and Frederick, and thence to Baltimore or Washington.

We struck out directly for Barbara Frietchie town. We had hardly sighted the picturesque stone bottle by the bridge when the quaint clustered spires glinted out from their green walls, just as the poet had painted them. The approach is so like what we had fancied of Frederick that we instantly felt sure that the famous poem had a truthful origin, notwithstanding many theories to the contrary. Whitewashed, low-browed houses shaded by arching trees greeted us from narrow streets. Even the tumbledown character of some of the older landmarks seemed attractive in the soft Maryland setting. In accordance with southern hospitality, chicken-dinner signs also added just the proper flavor. And the frequent water-pipes emptying into the main highway merely lent another piquant touch. Across the middle of the main street a miniature, harmless ford ran as casually as you please. Motors swished merrily through, while the privileged trolley was solicitously conducted by a trestle. A big touring car splashed by while its younger occupants clapped their hands at the novelty.

We stopped to seek out the most ancient-looking shop in the town, seemingly in quest of curios, although in reality on the trail of the old tradition. With fitting embarrassment at thus baldly expressing a doubt as to the verity of the story, we voiced our query.

"Barbara Frietchie, to be sure," was the hearty response. "She lived right next door to me for nine years, and a good many more years it was too before she was appreciated. You see, she chose the wrong soil to show her patriotism. Why, the Southerners pulled down her house, over near that bridge yonder, so you can't see it any more. And the old lady lived to be 91."

Even the dusty curios took on an added charm. Of course we bought something out of sheer gratitude. We then hastened over to the bridge to photograph a scene which Barbara Frietchie had looked upon so many times, before continuing our way to Harpers Ferry.

At the confluence of the Potomac and the Shenandoah Rivers a magnificent water-gap suggests that of the Delaware. There is always something attractive and atmospheric about the very name of Harpers Ferry. Even though the story of John Brown's daring raid did not cling close to the traditions of the place, the situation alone is well worth a visit. The finest view is to be obtained from the summit of the hill. The vistas here extend for many miles and are most conducive to lingering.

VALLEY FORGE CREEK FROM WASHINGTON'S HEADQUARTERS

The fine Shenandoah Valley Pike runs through a varied scenery and the erstwhile frequent toll-gates. Even though a bit from the holiday strip of scarlet Pike tickets is no longer demanded as you dash by each tiny lodge with its long mounted pole, still the reminders of the custom are entirely pleasant. Somehow toll-gates seem as much a part of the Shenandoah Valley as the story of General Sheridan's ride. Winchester holds many historic relics, as Washington was educated here and he is responsible for many forts and houses harking back to those early days. The famous Lord Fairfax is buried here. The city was a hotly contested point during the Civil War period and changed hands no less than seventy times. Its active participation in war scenes is shown by Stonewall Jackson's Headquarters and other historic spots.

All the little towns with their sleepy southern architecture edging the fine Pike made the journey to Newmarket altogether enjoyable. Many of the houses caught our attention by having their gates strikingly painted in direct contrast to the rest of the fence. Neighbors seemed to vie with each other in the brilliance of their gates. More than one little down-at-the-elbows shanty is seen whitewashed and bristling with all sorts of household furniture. Sometimes hungry pickaninnies sat at crude tables, clinking tin dishes, or sprawled lazily under a vine-covered apology for a porch. Snatches of melody floated through the air. Nearly every "little hut among the bushes" sported its scraggling flower-patch.

At Newmarket we struck over the Massanutten for Luray and the Caverns. To be sure the fourteen mile road over the mountain is a bit rough, but the extreme beauty of the scenery commanding far stretches of the Blue Ridge Mountains make any slight road-roughness entirely negligible. With true southern hospitality the shack on the crest of the mountain offered water while we stopped to drink in the view. The one-time ford across the Shenandoah is now finely bridged, and we were soon precipitated into the little village of Luray. Our coming gave rise to the scampering of eager feet as small boys hastened to offer some service. All of this hilarious welcome was interrupted by our arrival before the hotel, low-balconied and southern in structure. Two attendants seized upon our luggage and we had arrived.

After dinner we arranged for a private guide to take us leisurely through the Caverns next morning. Many motorists content themselves with a hasty inspection of these wonders on the evening of their arrival. They are then able to speed on their way the following day without impairing their odometer record of 300 miles a day. We were indeed fortunate in being conducted through in a most thorough way by the superintendent of the Caverns and we had the privilege of visiting certain remote sections not yet open to the general public.

We learned the strange story of the discovery of the caves, which is so much like fiction that it bears repetition. Back in 1878 the Buereckers, landed estate owners, controlled all of those acres above the present caverns. In Luray there lived at the time a poor fisherman named Stebbins and a scientist, Campbell. These boon companions made many long journeys together, sometimes absenting themselves for days from the village. The natives wondered how the poor comrades managed to eke out an existence,

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but beyond this their interest lagged. Evil days came upon the Buereckers, and their estates were offered for sale at public auction. What was the amazement of the quiet little village when Stebbins and Campbell became the most active bidders for the bankrupt estate. The villagers thought them insane, but these two bid in the property.

But before the deeds of transfer had been actually signed the new owners in over-excitement talked too much. In their foolish babblings they disclosed the fact that a series of marvelous caverns lay under the Buerecker estate. In their secret investigations they had sunk a shaft by hand, dropped into the subterranean chambers by means of a rope, and thus verified the scientist's long-cherished theory. Subsequently they had even built a boat underground and explored the sections then covered by water.

When the Buereckers heard of this they instantly declared their intention of keeping their new-found treasure. The matter was taken to the Virginia courts and a verdict was rendered in favor of the discoverers. The Buereckers appealed and carried the case to the Supreme Court, which decided in favor of the original land-owners. This decision was given inasmuch as the discoverers had trespassed upon posted ground and had withheld their discovery from the rightful owners. Had the deed of transfer only been signed *before* Stebbins and Campbell told of their discovery they would have been safe. But Virginians to-day still feel the injustice of the litigation. And the Caverns, which were recently acquired by the present corporation at a cost of $60,000, gave Campbell but $35 a month for the rest of his life, for acting as guide through his own discovery. Certainly the tale is romantic enough even for Virginia!

The little entrance house at the mouth of the Caverns provides the usual number of souvenirs, though the photographs are by far the most popular. Once admitted to the underground regions, it doesn't take long to see that Virginia's caverns are indeed worthy of a visit. They are splendidly lighted with 400 candle power nitrogen bulbs so placed as to enhance the delicate tracery of the weird formations. Cement walks and convenient hand-railings make the trip an easy as well as a fascinating diversion.

Your first impression is one of amazement at the magnitude of the stalagmite and stalactite formations in these subterranean chambers. The show-spots abound in such names as Elfin Ramble, Pluto's Chasm, Giant's Hall, Cathedral Chimes, Natural Bridge and Titania's Veil, the tracery and formation suggesting the names. The organ is capable of a great range of sonorous chords when carefully tapped by a leather-covered stick. Some Swiss bell-ringers actually gave a concert on the Cathedral Chimes before a deeply interested audience. One of the most uncommon bits is the Indian Blanket, positively fuzzy of texture and with a Navajo tinted border, well brought out by a carefully concealed electric light bulb behind it. A close second in interest is the Saracen's Tent, whose folds are so wonderfully carved and arranged as to suggest some master sculptor—in this particular instance, Father Time. There is scarcely a shape impossible of imagination, and when you think that it takes 120 years for a cubic inch of this lime formation, your wonder increases. The largest column, 120 feet in circumference and 33 in height, it is calculated, took seven million years in the building.

While we enjoyed all of these interesting sights our unique experience was exploring off-the-beaten trails by the light of shaded candles. We saw Broadus Lake, a pool containing blind fish, queer gelatine-like crayfish which the superintendent had brought from Mammoth Cave. We passed through strangely hollowed-out chambers whose walls were sculptured in weird bas-relief. The experience was like some tour through remote mediæval times, with our primitive candles and the flickering shadows. It was easy to imagine that some wizard by necromancy had created these strange underearth mysteries, or that these caves were the homes of gnomes, sprites and trolls, built within this limestone workshop which Mother Nature had opened for them.

Subsequently at the invitation of the president of the Caverns Corporation, Mr. Northcott, we visited his home, Limair, the only house in the world ventilated by a cavern. This system maintains a temperate atmosphere even in the hottest day in summer. It is interesting to note that Limair is not situated directly over one of the caverns. Somehow even the principal owner of the caverns has a predilection for having his house built on *terra firma!*

There are several attractive trails up Stony Man Mountain where motorists run for a peek over the heights. The newly developed Skyland beguiles some vacationers to comforts among the clouds. So when you seek an excellent run that is somehow a bit different, by all means plan a trip down the fine Shenandoah Valley Pike through the border of the southland.

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"ORGAN AND CHIMES" IN THE LURAY CAVERNS

The fine Valley Pike persists right through to Staunton, and the Grottoes of the Shenandoah are reached by a short detour from Burketown.

Staunton, rival to Richmond in Civil War activities, is of particular recent interest as the birthplace of President Wilson. It is strikingly located in the cleft between the Blue Ridge and the Alleghenies. A wonderfully scenic short-cut to Richmond is possible from Staunton through Charlottesville, but the roads are in places very poor, almost impassable in wet weather. The longer circuit adds much more than mere mileage to the tour.

The entire distance to Hot Springs is

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picturesque. This is Indian country, where the early settlers in fear of the Redskins had to stack their muskets outside the church during attendance. The old Blowing Cave reminds one of the Cave of the Winds at Manitou, Colorado. The world-famed Virginia Hot Springs, with their thermal waters, located in the valley half a mile above sea level, are both drinkable and "bathable." All seasonable outdoor sports are enjoyed here, and among the fine residences that of Andrew Carnegie is particularly conspicuous. The neighboring White Sulphur Springs rival the Hot Springs in all those things which make them renowned watering-spots. The curative waters of these resorts are equal to those abroad, and the splendid tonic air here, free from humidity, make them superlatively delightful in the summer months.

Charming Lexington, called the "West Point of the South," has graduated many famous military men from its university. Stonewall Jackson was once a professor here, and his grave is marked by a large bronze tablet in the Lexington cemetery. The charm of Virginia breathes from all the fine old mansions, and the run to Natural Bridge is lovely indeed as it winds over the mountain. This show spot, once belonging to Thomas Jefferson, has observatories on its top where extensive views may be obtained. Other magnificent panoramas can be viewed from Jefferson's own mountain a short distance beyond. Very beautiful scenery edges the James River to Glasgow, and the winding road above the North River gives equally regal glimpses of river and mountains.

Lynchburg is certainly the place of multitudinous hills. In this respect it resembles the undulating setting of San Francisco. The Virginia city has many imposing residences, and has decidedly made the most of her topographical eminence. The place bristles with the name of Carroll, just as Plymouth, Mass., does with Standish and Brewster. The way on to Richmond via Petersburg still continues through stunning mountain scenery and passes through Appomattox and other famous spots sacred to the heart of the history-lover.

Richmond is a particularly lovely city, satisfying from every point of view. Its beautiful broad streets and its fine old southern mansions hark back to the days "befoh de wah." The historic landmarks here are legion, and it is but a short trip over to Old Point Comfort. This Atlantic resort commands Fortress Monroe and the renowned Hampton Roads, and from it Norfolk and other interesting spots along the coast are readily accessible. Of course, you must run up to antique Jamestown and inspect what is left of the earliest settlement. The whole district is rich in quaint stories, one in connection with the old St. John's Church at Hampton being particularly whimsical. The old negro sexton here delights to point out a dilapidated tombstone bearing a date of some time in the early seventeenth century. In one corner of the antiquated stone the letters C. O. D. plainly appear. This the old sexton declares with many a sage wag of the head unmistakably signifies "*Come On Down!*"

When your radiator cap is pointed northward through Washington and Baltimore the way is still fraught with the scenes of other days. And your tour over the Shenandoah Valley Pike into the heart of romantic Virginia has explored a country that is distinctive in a way quite its own.

TYPICAL CABIN IN MARYLAND

Road Conditions in New England

THE Boston Post Road between New York and New Haven is in excellent condition; also the entire distance between New Haven and Boston, with the exception of about five miles, which is under construction but open, between Groton and Poquonock, after crossing the ferry at New London. However, the motorist will find a good, hard surfaced road by going down to Eastern Point, and then around Fort Hill through Noank to Mystic, which is a hard surfaced road and eliminates a hilly road over Fort Hill. From there on to Wakefield, the road is in fair condition, and we would suggest that the motorist continue straight on over the Tower Hill Road, which is preferable in going via Narragansett Pier as there is construction work between Saunderstown and Wickford.

From Providence to Boston, the road is about perfect and from Boston to Portsmouth via the Revere Beach Boulevard and the Shore Road to Salisbury is in fine shape; both roads from Salisbury to Portsmouth are in good condition; the inside route via Hampton is about five miles shorter. From Portsmouth through the Yorks, Wells Beach, Kennebunk and Biddeford to Portland is all good going and from Portland through Brunswick to Bath is in quite fair condition.

Construction work is apt to be encountered at Wiscasset, and at this time of the year it would be preferable for the motorist to continue from Stockton Springs to Bangor instead of crossing the ferry to Bucksport and then through Orland to Ellsworth as the trunk line from Bangor over the Old Telegraph Road to Ellsworth and then down to Bar Harbor is all hard surfaced road in excellent condition. This is somewhat longer than the Bucksport Ferry Route, but preferable at this time of the year.

Returning from Bar Harbor we would suggest running from Ellsworth to Bangor, then through Augusta and Lewiston to Poland Spring. The Club's Roadman investigated the roads through all of the notches in the White Mountains recently and on this data is based the suggestion of a return via Poland Spring, Fryeburg, North Conway, through the Crawford Notch to Bretton Woods and then down the Franconia Notch and Concord to Nashua. From there to Worcester and the inside route through Springfield, Hartford, and over the Southington Mountain to Waterbury and then on through Danbury and the Watershed District to New York.

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The Regulation of Pedestrian Traffic

S. W. Wynne, M.D.
Assistant Registrar of Records, Department of Health, New York City

WHILE in charge of the Division of Statistical Research of the Health Department of the City, I was struck by the large number of deaths that occurred every week in the city as the result of accidents. The death toll from this source alone exceeded the average mortality of all the common contagious diseases.

In 1916 I determined to make a detailed study of the mortality of accidents, and inasmuch as the mortality of street accidents exceeded that of any other class of accidents, this group was selected for our first study. The result of the analysis was published in one of the medical journals, and later in our own monthly bulletin. This article, apparently, came to the attention of Mr. Blanchard, and he invited me to address you this evening.

Since I received Mr. Blanchard's invitation to address you on the subject of "The Regulation of Pedestrian Traffic," I have given the matter considerable thought with the result that I am not satisfied with the conclusions that I reached in the article, to which I have referred, because we did not uncover the underlying cause of street accidents.

While carelessness, on the part of pedestrians and on the part of drivers, is the immediate cause, the basic cause is overcrowding of the streets. The police statistics bear me out in this, inasmuch as they show that street accidents are most numerous in the crowded thoroughfares. Following this thought to its logical conclusion, the next question encountered is, "What causes overcrowding in certain districts?" The answer is, "The mania for centralization."

I wonder if any of you have ever stopped to consider to what extent the idea of centralization has been carried in this city! In farming and mining districts it is a convenience to have the general store and postoffice centered around the railroad station, where the express and freight stations are usually also housed; but in a large city such as ours, centralization has grown to be an inconvenience rather than a convenience. Let me give you a few examples of what I mean:

Not very long ago there was a movement to centralize all the departments of the City Government about City Hall, ostensibly for the purpose of increasing convenience. Part of this project was the erection of an immense courthouse, wherein all the Superior Courts of the city were to be housed: no thought was given to the location of the residences of persons having business with the courts. The fact that they must travel many miles in order to reach the centralized courthouse was given little consideration.

On the other hand, the inferior

DR. S. W. WYNNE

courts are scattered throughout the city, being located in the districts which they serve. This is a sensible distribution. Would it not also be more sensible to locate the different trial parts of the Supreme Court throughout the city, assigning each part a surrounding district? Certainly it would be more convenient for the public having business with the Superior Courts; and at the same time it would curtail travel and help to decentralize the crowds that are now causing our problem of street congestion. I cite this simply as an instance of the absurdity of centralization, which disregards the convenience, comfort and time of the public, solely for the purpose of bringing all similar functions to one center.

Another example of centralization is to be found in the present railroad terminals of the city. Years ago, a railroad built its terminal at what was then the outskirts of the city. The city grew until it extended far beyond this terminal. Traffic over this railroad likewise increased until it outgrew the capacity of the old terminal, necessitating the building of a new and larger one. Did the directors sell the property on which the old terminal stood, and again go to the outskirts of the city? No, indeed, they were exponents of centralization, so they engaged high-salaried engineers, not to plan the most convenient and comfortable method of handling their patrons, but how to squeeze several hundred thousand persons through one building each day, through catacombs that put the ancient ones to shame. At great expense they acquired a vast tract of land in the already congested district of the city, and erected a costly and palatial terminal. They later erected several large hotels, and then added an amusement palace, said to be the largest in the world, thus focusing each day in a small area hundreds of thousands of persons.

Another railroad with its terminal on the Jersey side of the river purchased a tract of land on the already overcrowded island of Manhattan. It also purchased a railroad operated on Long Island and centralized the terminals of both railroads in a huge and costly building in the so-called "Heart of the City," and like the other railroad, it added to the overcrowding by erecting a large hotel adjacent to its terminal; and the Government helped along the project by moving the general postoffice of the city to the same location.

The trouble with one railroad was not that its terminals were located one on the west bank of the Hudson River and the other on the eastern shore of the East River, but with the method of transferring patrons from Manhattan to these terminals by means of inefficient ferries. The construction of tunnels under the river was the proper idea, but why was it necessary to move the terminals to Manhattan?

Had these two railroads erected their terminals outside of the Borough of Manhattan, and spent the money thus saved in subsidizing the present subways and building new subways to feed their railroad, the transportation problem of this city would have been practically solved, and the traveling public would have enjoyed comfort and efficiency. Imagine the comfort that would be enjoyed by a commuter whose train upon reaching the city

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could be switched into the subway and so discharge him at the subway station nearest his place of business!

Our theatrical managers also are imbued with the idea of centralization, with the result that the majority of the theatres are within the so-called "Heart of the City," although it must be said to the credit of the theatrical manager, that they have apparently awakened to the absurdity of the idea and are now building theatres in the outlying districts. Have you ever considered the efficiency of a man hurrying home from business, perhaps traveling as much as ten miles, bolting his dinner, rushing back over the same ten miles to attend a theatre; and then after the performance covering the same ten miles for the third time in order to reach home.

The department stores, obsessed with the same idea of centralization, have grouped themselves in the district lying between the two large railroad terminals already referred to, thus increasing congestion and necessitating their patrons traveling from all ends of the city to make their purchases, and requiring expensive delivery systems to deliver purchases to their patrons' homes.

Can you imagine the success of a cigar or a tobacco center to which we would have to travel when we wanted to buy a smoke!

Numerous attempts have been made in the city to establish central markets, but they have failed because the ultimate consumer demands that his butcher, baker and grocer shall be within a reasonable distance of his home.

Following the example of the exponents of centralization, the automobile manufacturers must, forsooth, have an automobile center with the result that the purveyor of a car to be sold at $250 erects a palatial building in the same district as does the distributor of a $15,000 car, notwithstanding the fact that each appeals to an entirely different class of trade, the purveyor of a $250 car looks for his trade to men of moderate means, residing in the suburbs and the less pretentious residential districts of the city, whereas the manufacturer of the $15,000 car has for his patrons people of large means, living in the more exclusive districts of the city.

It is this absurd idea of centralization that has created the problem that we are discussing this evening. The logical method of solving it is to decentralize. This you will say is theoretical, but if you will stop to consider it for just a moment, you will agree with me that it is not theoretical, but that it is hard-headed common sense.

It is impractical, I will admit, but not because the idea is theoretical, but because millions of dollars have already been invested in the wrong idea, and it would be too costly to rebuild. The best that we can now do is to make the best of a bad job, and I have been assigned the task of discussing the pedestrian end of the problem.

Since the automobile first made its appearance in the streets of New York

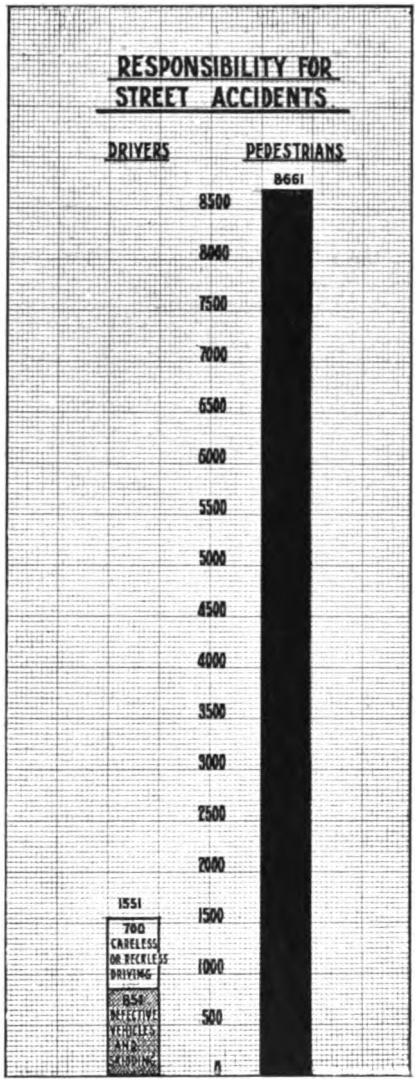

Figure 1

it has caused accidents, many of them fatal. As the number of automobiles operated in the city increased, the accident and death toll also increased, though as we shall show, not in the same proportion as did the number of cars.

Up to the present time our efforts have been almost entirely directed towards regulating the operation of automobiles, and we have almost entirely overlooked the fact that there is another and even more important factor in automobile accidents, and that factor is the pedestrian. Since 1899, when the first person was killed in the city of New York by an automobile, the population of the city has increased from a little over three millions to almost six millions, and the death rate of automobile accidents has increased from .03 to 9.15 per 100,000 of the population. During the same time automobiles licensed in this State increased from 954 to almost 500,000. The increase in the death rate would seem to indicate that no progress has been made in preventing street accidents by regulating the operation of automobiles, but this is not so, because, notwithstanding the fact that the population of the city has almost doubled in the last twenty years, and the number of automobiles has increased five hundred times, the death rate of accidents resulting from automobiles has dropped from 6.29 to 1.27 per 1,000 automobiles operated.

In other words, if the automobile accidents in the city of New York today bore the same relation to the number of automobiles operated, as did the number of accidents in 1901 to the number of automobiles operated in that year, there would have been 2,600 persons killed by automobiles on the streets of the city last year. This is not taking into consideration the increase in population and consequent increase in congestion, which increases the liability to accidents.

We may, therefore, conclude that the regulation of automobile traffic has been successful as far as it is possible under existing conditions.

A tabulation appeared in the 1916 report of the Police Department, which segregated accidents caused by automobiles into three classes: those resulting from carelessness on the part of the operator; those due to defective mechanism; and those due to carelessness on the part of the person injured, the pedestrian. This table shows that about 800 persons were injured as the result of carelessness on the part of the operator; about 700 persons were injured as the result of defective mechanism. If we combine both of these the total number of accidents chargeable against the operators of vehicles is 1,500. Against this we find that there were 9,000 accidents due to carelessness on the part of the person injured. In other words, six times as many persons were injured because of their own negligence as were injured by carelessness of automobile drivers.

Of the 9,000 persons injured during 1916 through their own negligence, about 3,000 were injured while crossing streets elsewhere than at crossings. The facts from this table emphasize the need of regulating pedestrian traffic.

We must not infer from this that I advocate relaxing our present regulation of automobile traffic; on the contrary, I should make these regulations

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more stringent and infractions more severely punished.

A man or woman, who operates a car in a reckless manner or at excessive speed in the City of New York, should be severely punished, and his or her license permanently revoked. The license of a person, who, while operating a motor vehicle injures another, should be revoked unless it is clearly proven that he or she was not at fault. But the regulations for pedestrians should be just as stringent and just as strictly enforced as the regulations for motor vehicles. It should be a misdemeanor for pedestrians to cross the street elsewhere than at a crossing. Likewise, it should be a misdemeanor for a pedestrian to cross a street at which a traffic officer is stationed except in accordance with his signals. When the traffic officer at a crossing signals for the north and southbound traffic to stop and give way to the crosstown traffic, all north and southbound vehicles stop. Any driver who disobeys the order receives a stinging rebuke from the officer, and probably a summons; not so, however, with pedestrians, who disregard all signals and dart in front of moving cars.

If again, we segregate the highway accidents according to the hour of the day and night, we will find that the lowest point of the curve is during the hour between four and five in the morning. The curve rapidly rises thereafter to the hour between eleven and twelve. Between twelve and two it drops and then rises again, reaching its highest point between five and six. Thereafter it declines rather rapidly until morning.

There is a sharp rise in the curve of accidents coincident with the dismissal of children in school at three o'clock. The sharpest rise and the one leading to the highest peak of the curve is during the hour between five and six; in other words, the time when persons are hurrying home from business, shopping, the matinee, etc., and the street congestion is greatest.

This fact emphasizes the second etiological factor of street accidents, that is, overcrowding, and while the regulation of motor traffic and pedestrian traffic will effect a considerable reduction in the number of accidents, more radical measures must be taken to reduce them to a minimum. This is, probably, the most difficult problem to solve; and one which entails considerable expense to the city.

Our present method of arresting north and southbound traffic in order to permit east and westbound traffic to move and vice versa is unsatisfactory because of the delay to traffic, which when accumulated at a number of points of intersection, reduces the efficiency of a motor vehicle to less than that of the pedestrian. In other words, a person can walk from 57th St. and 5th Ave. to 34th St. and 5th Ave., in less time than he can make the trip in an automobile between the hours of 9 A. M. and 7 P. M., and with far less effort if he is compelled to drive the car himself. The purpose of a motor vehicle is to expedite travel. If it fails in this, it fails in its object.

I believe an effort, which proved unsuccessful, was made to stop and start north and southbound traffic at the same time at all intersecting streets in the hope of overcoming the necessity of making such frequent stops.

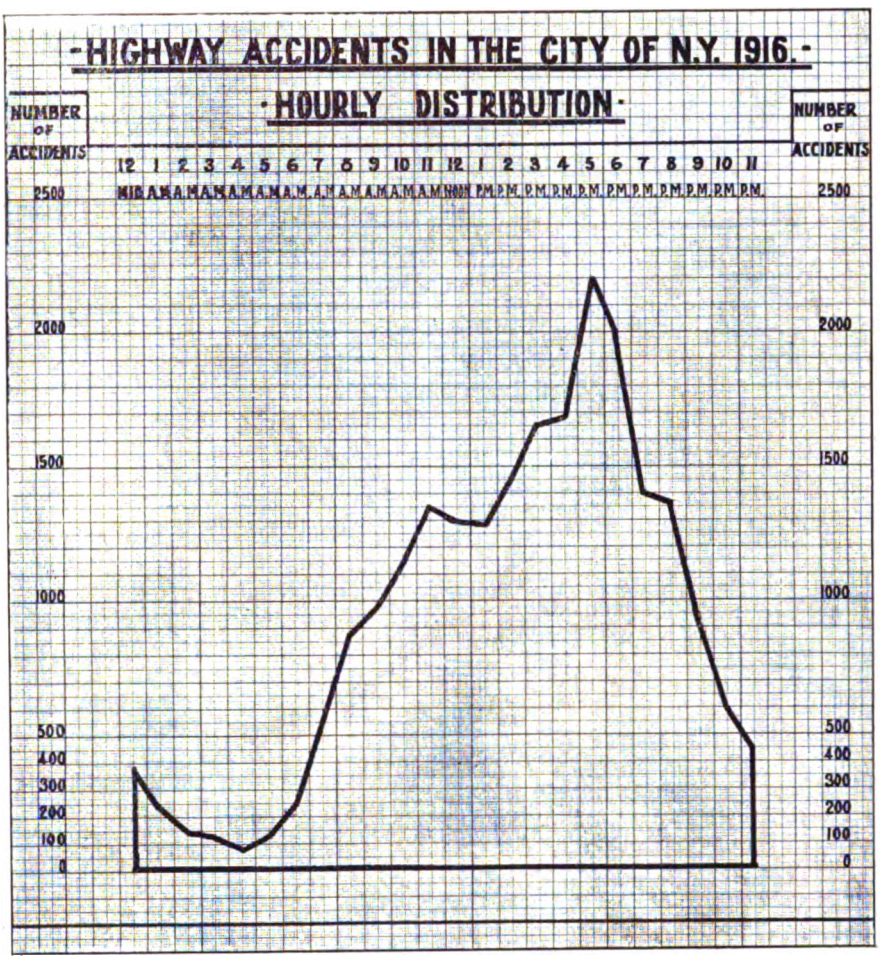
HIGHWAY ACCIDENTS IN THE CITY OF N.Y. 1916.
HOURLY DISTRIBUTION
NUMBER OF ACCIDENTS
12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11
MID. A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M. NOON P.M. P.M. P.M. P.M. P.M. P.M. P.M. P.M. P.M. P.M. P.M. P.M.
2500
2000
1500
1000
500
400
300
200
100
0

Figure 11

One of the most dangerous crossings, that at Park Avenue and 34th Street, has been made safer by opening the avenue at both sides of the tunnel commencing there; but unfortunately the engineers brought the 4th Avenue grade to the level of Park Avenue at 34th Street, an already crowded crosstown thoroughfare. It would have been more practical to have continued 4th Avenue under 34th Street, and brought the grade to the level of Park Avenue at 35th Street, thus permitting traffic to move in all directions continuously and without interference.

The sinking of avenues and the raising of cross streets is the only solution of the problem of street congestion in so far as it applies to short haul traffic, but for long haul traffic at least one subway should be constructed from the lower end of Manhattan to somewhere above 59th Street; 65th Street and 5th Avenue would be the practical place to terminate this subway because westbound traffic could be diverted through the transverse at 66th Street, and eastbound traffic through the side streets to Park, Madison and Lexington Avenues. Entrances and exits to this subway should be at least ten blocks apart in order to insure its use only by long haul traffic. The cost of this tunnel, undoubtedly, would be considerable, yet it would be far less than would be cutting through a north and southbound street as has been advocated at different times; and it would be less expensive in the final analysis than a viaduct or elevated roadway, because we have learned from experience that any elevated structure decreases property value on any street upon which it is built, and therefore reduces the city's income from taxes.

The tendency in the city has been to concentrate or centralize business of all kinds in the lower and central part of Manhattan and to move the residen-

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tial sections to the outlying districts. This arrangement, of course, has necessitated travel from the outlying sections to the central section in the morning and in the opposite direction in the evening. It has also increased street traffic because of the necessity of delivering goods purchased in the central part of the city to the outlying districts.

At the present time there is a large area in the lower part of Manhattan between 14th Street and the Battery, now occupied by old-fashioned, private houses and old-fashioned tenements, that are earning very small returns in comparison with the value of the property, because these old rookeries have long since ceased to be habitations fit for human beings. Here lies an opportunity for the far-seeing real estate operator.

Modern apartments built in these sections would bring very profitable rentals, because there is a growing demand for living quarters nearer the business section. At the present time, people are compelled to move to the outlying sections not because the outlying sections are more desirable, but because only there are modern living quarters to be had.

The rehabilitation of this old district of lower Manhattan including the historic sections of Greenwich Village and Washington Square, would do much to equalize street traffic, and we might combine with this another improvement that would lessen street accidents, that is, to provide suitable playgrounds for children. Probably the most practical way of handling this phase of the problem would be to have one company construct an apartment house covering an entire block with a large courtyard in the center to be used as a playground, thereby keeping children off the streets.

To sum up then, our recommendations for the regulation of pedestrian traffic are:

First—To enact a law or ordinance prohibiting the misuse of the streets by pedestrians and compelling them to observe regulations such as we have already specified. To enforce these regulations stringently.

Second—To continue the present system of regulating vehicular traffic, with the additional modification that the license of anyone convicted of "fool" driving or of an accident resulting through gross carelessness or overspeeding be permanently revoked.

By following these recommendations, street accidents can be reduced materially, but before they can be eliminated, we must go further and make radical changes in our methods of handling traffic. We must sink cross streets and raise the avenues at congested crossings; we must provide a long haul subway in Manhattan and possibly one in Brooklyn, and we must endeavor to reduce street traffic by decentralizing business insofar as it is possible. We must endeavor to reduce traffic by rehabilitating the old districts of the city, where thousands and thousands of families could be decently and profitably housed on property that is now bringing in little or no return.

We must provide adequate playgrounds for children in the crowded sections of the city, by opening additional parks and recreation centers, which might well be connected with the schools. We should extend the practice of closing certain streets to vehicular traffic during play hours.

The expense of these improvements is great but is justified by the saving of lives and the increased efficiency of travel that will be accomplished.

Report of the Law and Ordinance Committee

New York, June 3, 1919.

To the Board of Governors of The Automobile Club of America.

DEAR SIRS:

It is now possible to submit a final report of the 1919 session of the New York Legislature, which adjourned on April 19th.

This session was characterized by more than usual activity in legislation of interest to motor vehiclists. Of the forty-six bills mentioned in our monthly reports eleven were passed, seven received the approval of the Governor, and four were vetoed.

The bills that have received the Governor's approval are the following:

(1) The Dowling-Smith bill to open the Harlem River Speedway to motor vehiclists, which becomes Chapter 511 of the Laws of 1919.

(17) The Booth-Davenport bill to require a reflecting device to give operator a view to the rear on all commercial vehicles of one ton capacity or more, which becomes Chapter 378 of the Laws of 1919.

(20) The McWhinney-Thompson bill to prohibit the use of dazzling headlights on street surface cars, which becomes Chapter 248 of the Laws of 1919.

(23) The Mullan bill to require transfer of registration certificate upon sale of motor vehicles so as to prevent sale of stolen motor vehicles, which becomes Chapter 379 of the Laws of 1919.

(31) The Knight-Wheelock bill to require the licensing of all operators in the City of New York after examination, and to extend the powers of the Secretary of State relative to the revocation and suspension of such licenses, which becomes Chapter 472 of the Laws of 1919.

The signing of this bill was opposed by a representative of the Club at a hearing given by Governor Smith.

(42) The Youker-Thompson bill to provide for uniform warning signs at railroad crossings, which becomes Chapter 438 of the Laws of 1919.

(43) The Senate Committee on Internal Affairs' bill to increase registration fees, which becomes Chapter 622 of the Laws of 1919.

The signing of this bill was opposed by a representative of the Club at a hearing given by Governor Smith.

The bills vetoed by the Governor were:

(5) The Donohue-Towner bill to provide for preliminary surveys of a road to connect West Point and Palisades Park with the New England States.

(10) The Davis bill to require the Secretary of State to furnish lists of motor vehicle registrants and license numbers to police departments of cities.

(22) The McWhinney-Thompson bill to provide for the repair and maintenance of unfinished gaps in improved roads. In a memorandum accompanying his veto of this bill the Governor said:

"This bill if enacted into law would establish a dangerous precedent, in that it would allow the use of maintenance funds for the improvement of highways, the cost of which should come out of construction."

(46) The Committee on Internal Affairs' bill to provide that all fines collected under local ordinances regarding motor vehiclists shall be paid over to the Treasurer of the State.

Respectfully submitted,

W. W. MILLER,
Chairman.

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Aluminum Alloys in Motor Car Engines

By Ferdinand Jehle*

IN the February issue, 1917, of MOTOR TRAVEL the writer had a short article on cast aluminum bodies. In this article a short history of aluminum was given and it may not be out of place to repeat some of it here: Eight per cent. of the earth's crust is aluminum, which makes it the most abundant of all metals. Aluminum was not discovered until the end of the first decade in the nineteenth century, and it did not become a commercial material until Mr. C. M. Hall discovered how to reduce it electrolytically in 1886. The age of aluminum can, therefore, be expressed in about as many years as the age of iron in centuries. During the past thirty years wonderful strides have been made in developing aluminum and its alloys, so that today it is quite possible to use it in places where formerly only steel could be used.

The automotive industry is today a very large user of aluminum alloys. Before the great war aluminum alloys were used to a great extent in automobile engines, but the war brought out many more uses for this material, particularly in aviation motors.

Approximately 225 pounds of finished aluminum was used in the construction of the Liberty engine. The total weight of the engine, not including radiator and water, was approximately 825 pounds. Therefore, twenty-seven per cent., by weight, of the Liberty engine was aluminum. Other nonferrous alloys made up about six per cent. of the weight, the balance being iron. Iron weighs about two and a half times as much as the aluminum alloys used in this engine. If, therefore, iron or steel had been used in the place of the aluminum, the Liberty engine would have been about 335 pounds heavier, or, in other words, its total weight would have been approximately 1160 pounds instead of 825 pounds. The major parts made out of aluminum alloys in this engine were as follows:

1. Crank case,
2. Oil can,
3. Piston,
4. Cam shaft housing,
5. Inlet manifold,
6. Carburetor,
7. Cam shaft bearing.

*Lynite Laboratories of the Aluminum Castings Company.

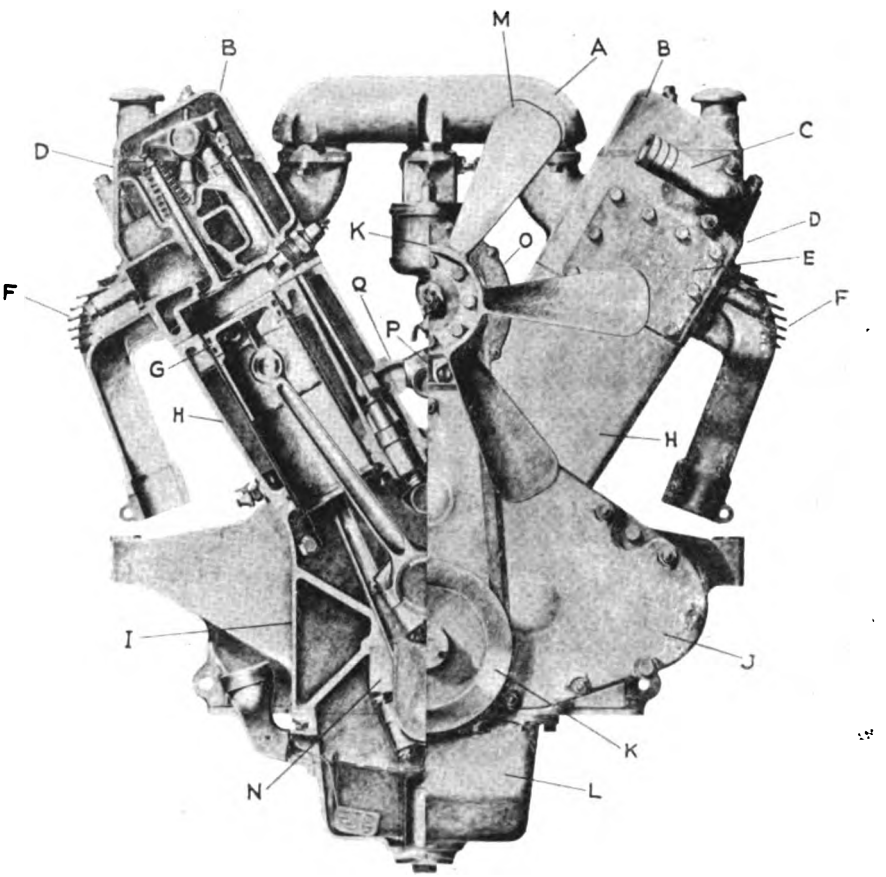
Several other types of aviation engines used aluminum as extensively as the Liberty and some possibly more. Among these others, the Hispana Suiza and Sunbeam engines were prominent. In addition to the many parts mentioned in connection with the Liberty engine, they also had aluminum water jackets and heads.

It is reasonable to expect that this large use of aluminum in aviation engines will have a great effect upon its use in automobile engines. In fact, Mr. Henry M. Crane, Vice-President and Chief Engineer of the Wright-Martin Aircraft Corporation, said in a paper before the Society of Automotive Engineers that, due to the war, aluminum cylinder engines will increase.

Mr. David Beecroft, managing editor of the *Automotive Industries*, stated that in Europe extensive developments were being made in the aluminum alloys and that they would be very generally used in motor cars.

Naturally, any material which has the promise of becoming so universally used in mechanical devices requiring extreme rigidity must possess some very great advantages, and I shall endeavor to point out what these advantages are. We must bear in mind that every pound that the car is made lighter without reducing its strength means that one more pound can be carried as load or that the acceleration (pick-up) will be greater. Lightness and much greater rigidity, weight for weight, than steel, of course, are the great advantages of the aluminum alloys over iron.

This lightness with extreme rigidity



Copyright Aluminum Castings Company

Figure 1

ALUMINUM PARTS OF 8a ENGINE

A—Intake Manifold.
B—Cylinder Head Cover.
C—Cylinder Water Outlet Elbow.
D—Cylinder Head.
E—Cylinder Head End Cover.
F—Exhaust Manifold.
G—Piston.
H—Cylinder.
I—Crankcase.
J—Timing Gear Cover.
K—Fan Pulley (Driver and Driven).
L—Oil Pan
M—Fan.
N—Crankshaft Bearing Caps.
O—Water Pump.
P—Fan and Water Pump Bracket.
Q—Cylinder Water Inlet Elbow and Tee

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appeals to the manufacturer because large castings, such as crank cases and oil pans, are more easily handled in the shop and at the same time when assembled in the engine give a stiffness that is highly desirable. Machining aluminum is also a much easier operation than machining iron.

Another great advantage of an aluminum alloy over iron is that the former is a much better conductor of heat than the latter. Just as a pipe offers resistance to the flow of water, as a wire offers resistance to the flow of electricity, similarly all materials offer a resistance to the flow of heat. Now it is a fact that iron offers about three times the resistance to the flow of heat that aluminum does. The advantage of the high heat conductivity of aluminum becomes apparent when you consider that only about twenty per cent. of the heat supplied by the gasoline can be converted into power. The rest of the heat must be wasted. Some is wasted through the exhaust, some through the cooling water and some through the oil. In every case this waste heat must find its way eventually into the atmosphere and therefore the walls confining this waste must be made of a material offering little resistance to the passage of heat. Consider then, for example, the advantage of an oil pan made of aluminum over one made of cast iron.

Figure 1 represents an eight-cylinder engine constructed largely of aluminum alloy castings. The photograph shows one-half of the engine in section and the letters refer to the different parts made out of aluminum alloys.

The good results obtained due to the lightness and high heat conductivity of aluminum reach their maximum in the gas engine piston. The piston in an

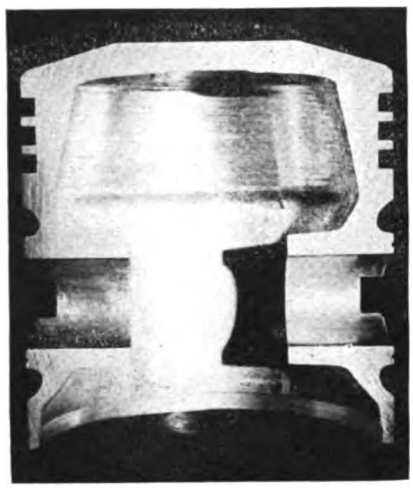

Figure 2
CROSS SECTION OF PISTONS IN LIBERTY MOTOR

engine has a two-fold function to perform. First, it must transform heat energy into mechanical energy; second, it must provide as good a path as is possible for that portion of the waste heat which flows from the combustion chamber into the piston head.

To perform its first function properly it must be light. A heavy piston traveling up and down in a cylinder means vibration. To perform its second function it must be made of material which is a good heat conductor, the better the conductor the cooler the piston, and consequently the less carbon will be formed.

Figure 2 shows a cross section of the piston used in the Liberty engine. If this piston had been constructed of iron, the wall and the head would have had to be three times as thick in order to give it the same conductivity for the waste heat. This would mean that its weight would have been increased seven and a half times, or its weight would have been about twenty-two pounds instead of three pounds. A piston of such a weight could not be operated at 1600 revolutions per minute, which was the speed of the Liberty engine.

Without a question, then, we have learned at least one great lesson from our aviation experience during the war, and that is that there is an immense field for the use of aluminum alloys in the gas engine. Quite true, before the great war several motor car manufacturers realized this to be the case and built engines almost entirely of aluminum alloys. The success which these few manufacturers have attained did not, however, gain the publicity which has attended the use of aluminum alloys during the war in aviation engines.

National Highway Traffic Association Meets

A JOINT session of the National Highway Traffic Association and the Reconstruction Commission of the State of New York was held at the Club House on Wednesday, May 14th, with a large attendance of members and visitors from all parts of the country.

Addresses were made dealing with many important phases of highway transportation, and the discussion brought out a number of opinions on the future of the industry.

Mr. F. W. Fenn, Secretary of the National Automobile Chamber of Commerce, Motor Truck Committee, said that rural motor express routes had been established in all the States, and the result had been to increase farm production and to lower the cost of foodstuffs to consumers. He cited a case in Ohio where one company hauled 20,000 crates of berries, 25,000 bushels of tomatoes, 20,000 bushels of apples and 84,000 baskets of grapes in a year. Another instance showed 18,000 cattle, 37,000 sheep and 158,000 hogs, carried from Council Bluffs to Omaha in ten months.

J. H. Collins, Investigator in Market Surveys of the U. S. Department of Agriculture, called attention to the importance of thorough transportation surveys to be made before rural motor express routes are started, and advised paying particular attention to the probable volume of business, the condition of the roads and competing agencies of transportation.

Prof. James E. Boyle, of Cornell University, made a strong plea for the establishment of rural motor express routes throughout the State of New York. He expressed the opinion that a State law providing for the strict regulation of competition and rates under franchises would tend to standardize the highway transport business and would furnish a safeguard to investments.

Elmer Thompson, Secretary of The Automobile Club of America, demonstrated the necessity of sign-posting city streets so that operators of motor vehicles could readily drive through congested centers. He cited New York City and Newark, N. J., as examples of municipalities especially in need of sign-posting. He also emphasized the long delays caused by lack of direction signs on detours made necessary during the construction of rural roads, and advocated marking the detours in as complete a way as the improved highways.

Arthur H. Blanchard, President of the National Highway Traffic Association, stated that the phenomenal growth of highway transportation evidenced by the increase in motor vehicles from 125,000 in 1908 to 6,146,617 in 1918, had created a demand for specially trained highway transport engineers and managers. In discussing the economic development of the rural regions he said that the success of the "Back to the Farm" movement and any plan to establish land grant colonies of soldiers depended upon the building of comprehensive systems of good roads, the full

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utilization of highway transportation and the establishment of distribution at low cost from the farmer to the consumer.

H. G. Shirley, Secretary of the Federal Highway Council, strongly advocated the appointment of a Federal Highway Commission and the building of a system of national highways. He explained the work of the Federal Highway Council and the National Highway Bill, introduced by Senator Townsend of Michigan.

W. G. Thompson, State Highway Engineer of New Jersey, advocated building roadways of cement-concrete, asphaltic concrete, brick and stone block on concrete foundations for trunk highways. He stated that the development of motor vehicle traffic in New Jersey had made it necessary to build roadways twenty-four feet wide, with all highway bridges constructed to carry loads of twenty tons.

Edward J. Mehren, Editor of the *Engineering News-Record*, discussed the difficulty of enforcing special traffic laws for rural feeder roads which did not apply to trunk highways. Mr. George H. Pride, President of the Heavy Haulage Company, spoke against discrimination of traffic on feeder highways and advocated the rebuilding of such roads on a permanent basis as soon as the volume of traffic wore out the present gravel and macadam surfacings.

The Committee on "Pavement Restorations and Street Openings" recommended that all activities pertaining to street openings be centralized in the Municipal Highway Department and that permanent foundations and pavements be restored immediately after the filling of trenches.

In its report the Executive Committee of the National Highway Traffic Association recommended that special consideration be given during the year 1919-1920 to the following problems: The weights, speeds and dimensions of motor trucks, motor buses and trailers; segregated traffic streets in municipalities; regulation of pedestrian traffic; legislation relative to highway transport; highway and detour signs; and highway transport and the "Back to the Farm" movement. The Committee also recommended that five sectional organizations be formed in various parts of the United States to advance the efficiency and regulation of highway work.

Officers were elected to serve for 1919-1920 as follows: President, Arthur H. Blanchard; Vice-president of the North Atlantic Division, David Beecroft; Vice-president of the North Central Division, John T. Stockton; Secretary, Elmer Thompson; Treasurer, Geo. H. Pride; and the following Directors: General Coleman du Pont, of Delaware; William P. Eno, District of Columbia; William T. Beatty, Illinois; Charles Henry Davis, Massachusetts; Walter R. Addicks, New York; P. J. Corbitt, North Carolina; and Philip A. Koehring, Wisconsin.

At the conclusion of the meeting a motion picture, "The Open Road to a Greater America," showing the great economic loss due to bad roads, was exhibited through the courtesy of the Universal Film Manufacturing Co.

Seven Enjoyable Short Motor Trips

Brief Suggestions on Short Tours out of New York

120 MILES ALONG THE BOSTON POST ROAD, RETURNING THROUGH THE BEDFORD HILLS

North on Fifth Avenue to the end. Jog right and left into Madison Avenue. Across the 138th Street Bridge and turn left into Mott Avenue, which becomes the Grand Concourse or Woodrow Wilson Boulevard. Turn right into Fordham Road which becomes Pelham Parkway and the Shore Road followed to New Rochelle. From New Rochelle the Old Boston Post Road is followed through Larchmont and Mamaroneck to Rye. Continue straight on along the Boston Post Road through Portchester, across the Buram Bridge entering Connecticut. Straight on through Greenwich and Mianus to Stamford. Through Main Street in Stamford and continue through Darien and Noroton to Norwalk, which is entered on Wall Street and a left turn is made into Main Street running due north along the Norwalk Valley through South Wilton, Wilton, Canon and Georgetown to Branchville. Turn west and run to Ridgefield which is called the prettiest town in New England, with a village street 200 feet wide with towering elms and maples, their foliage forming a canopy over the road. From Ridgefield the tour runs southwest through South Salem to Cross River, entering a pretty section of the Water Shed District, then south through Bedford and Armonk to the extreme north end of Kensico Lake. From this point, Purchase Street is followed to Rye, then along the Boston Post Road through Mamaroneck, Larchmont and New Rochelle, entering New York City via Pelham Parkway, Fordham Road, Woodrow Wilson Boulevard, then south through Central Park.

ONE HUNDRED AND THIRTY-FIVE MILES THROUGH THE WATER SHED DISTRICT

North on Fifth Avenue, across the 138th Street Bridge, thence north on Mott Avenue, which becomes the Woodrow Wilson Boulevard. At end of Boulevard a sharp left turn is made on to Jerome Avenue. Continue north into Central Avenue, which is followed to Main Street, White Plains. Then North Broadway out of White Plains, passing Kensico Reservoir to Armonk, then on through Bedford, Goldens Bridge, Purdy and Croton Falls to Brewster, where a sharp turn west is made passing numerous small bodies of water to Carmel, then south around beautiful Lake Mahopac and along the Amawalk Reservoir through Amawalk and Yorktown Heights, crossing Croton Lake at Pines Bridge, thence down through Briarcliff and over the Saw Mill River Road through East View, Elmsford, Ardsley, Dobbs Ferry and Yonkers; returning to New York via Broadway.

A ONE HUNDRED MILE RUN ON THE WEST SIDE OF THE HUDSON RIVER TO BEAR MOUNTAIN

All good road and excellent scenery. Run north on Broadway to Manhattan Avenue. Turn left to 130th Street Ferry. From ferry continue to top of Fort Lee Hill, turn left and go through Fort Lee and Leonia to Hackensack; turn right into Main Street and left into Passaic Avenue, thence north through Arcola, Hohokus, Allendale, Suffern, Sloatsburg and Tuxedo. Just beyond the north gate to Tuxedo Park turn right on bridge over Highway. Follow winding road to Bear Mountain, then south along the Hudson River through Haverstraw to Congers. At small white church turn left, follow main road around Rockland Lake to Nyack, then down through Sparkill, Tappan, Closter and Tenafly to Englewood. Turn left into Palisade Avenue, then over Dyckman Street Ferry to Broadway and turn left downtown.

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A SIXTY MILE RUN ACROSS STATEN ISLAND, RETURNING VIA ELIZABETH AND NEWARK

Go south on Fifth Avenue to Washington Square, turn left into Fourth Street, right into Broadway and then on to the Battery. Take Municipal Ferry to St. George. Bear left out of Ferry house passing Borough Hall on right continue straight on to the Marine Hospital, turn right into Vanderbilt Avenue. Follow Vanderbilt Avenue into Richmond Road through Concord, Dongan Hills into the Amboy Road, continue through New Dorp, Giffords and Princess Bay to Tottenville, take ferry to Perth Amboy. From ferry straight on Smith Street, turn right into Amboy Avenue, which becomes Middlesex Avenue and follow through Woodbridge into St. Georges Avenue through Rahway into Rahway Avenue, Elizabeth. Frelinghuysen Avenue is followed from Elizabeth to Newark and the Newark Plank Road to the Hudson County Boulevard, then north on the boulevard to Weehawken. At small red church and cemetery turn right into Third Street, continue to 42nd Street Ferry. From ferry follow 42nd Street to Broadway.

A RUN OF FIFTY MILES THROUGH SOME OF NEW JERSEY'S PRETTY TOWNS

Cross the 42nd Street Ferry to Weehawken, then run down the Hudson County Boulevard to Newark Avenue. Turn west and follow the Belleville Pike, crossing the Hackensack River into Belleville, then follow John Street through Montclair to Caldwell. Just beyond, a right turn is made passing within a short distance of the United States Naval Rifle Range to which the public is invited. Then through Singac and the Totowa Valley to Paterson, turn right into West Street, then into Main Street and a left turn into Market Street, which becomes Essex Street and followed to Hackensack, where a left turn is made into Main Street. First street beyond Passaic Avenue turn right and follow main road into Teaneck Road. At Teaneck turn right and run through Englewood into Palisade Avenue, crossing the Dyckman Street Ferry. After leaving ferry, a sharp turn is made into Riverside Drive, followed to 72nd Street and then down Broadway.

A THIRTY-FIVE MILE RUN TO CONEY ISLAND

Run south on Fifth Avenue. At Washington Square turn left into Fourth Street, turn right into Lafayette Street, cross Manhattan Bridge into Flatbush Avenue. Bear right through the Plaza into Prospect Park West, turn left into 15th Street, jog right and left at Hamilton Parkway into Ocean Parkway, straight on to Coney Island, which is 15 miles from New York. Return by going west on Surf Avenue, turn right into Harway Avenue, then on through Cropsey Avenue and 92nd Street, turn left into Fort Hamilton Parkway and follow the Shore Road along New York Bay into Fourth Avenue. Turn left into Atlantic Avenue and right into Clinton Street, straight on across Brooklyn Bridge, turn right into Lafayette, left into Fourth Street. At Washington Square turn right into Fifth Avenue.

NEW YORK TO GREENPORT, L. I., VIA THE NORTH SHORE

Cross the Queensboro Bridge and follow Jackson Avenue to Flushing, then out the North Hempstead Turnpike through—

13 Bayside,
17 Manhasset,
20 Roslyn,
24 Brookville,
27 East Norwich,
31 Cold Spring Harbor,
34 Huntington,
37 Centerport,
39 Northport,
45 Commack,
50 Smithtown,
56 Stony Brook,
62 Port Jefferson,
72 Shoreham,
75 Wading River,
86 Riverhead,
92 Jamesport,
96 Mattituck,
103 Southhold,
109 Greenport.

Connections are available by boat to New London, Eastern Point and the towns on the Boston Road.

One Reason Why all Police Officers are not Beloved of Motorists

DETROIT COPPER & BRASS ROLLING MILLS

Detroit, Michigan, May 21, 1919.

Hon. H. M. Starr,
Middletown, New York.

Dear Sir:—

About 11:30 on the morning of the 15th inst., L. H. Jones, President of this Company, and the writer entered your town by automobile en route from New York City to Buffalo and stopped at "Jack's Garage" for a minor repair and to take on gasoline. Before starting from "Jack's Garage" the odometer was set at zero. After the start and going about 200 yards, we passed a lady and gentleman in a Cadillac Sedan and upon approaching four corners, our car was brought to a standstill in order to ascertain the proper route to take. Whilst at a standstill, the Cadillac car above mentioned, also a man on a motor cycle, slowly passed us and came to a standstill about thirty feet ahead of us. The man on the motor cycle dismounted and spoke to the driver of the other car and then came to us and advised that we were under arrest for violating the speed laws and demanded that we follow him to the Police Station, which we did.

At the Police Station we were advised that we were charged with driving at the rate of 28 miles per hour; also that nothing could be done towards disposing of the matter until your return, or at about 1:30, thus subjecting us to a delay of about one and a half hours. The alternative suggested was a deposit of $10.00, with the information that in the event of failure to appear, the $10.00 would be forfeited. To avoid the delay the alternative was accepted. In other words, $10.00 was left with the officer in charge and we departed.

Mr. Jones was driving the car. He is a member of the Detroit Automobile Club, The Automobile Club of America, and also holds an appointment from the Police Commissioner of this City as a member of the Bureau of Public Safety Auxiliary of the Detroit Police Department. He has toured many hundred miles in this country and Europe and unhesitatingly pronounces his experience in Middletown as the most unreasonable and uncalled-for that he has ever encountered. He looks upon it as a most flagrant travesty on the law and an action which bears all the earmarks of a deliberate hold-up to extort money, and in this particular the writer fully agrees with him. He further avows that at no time in the distance covered, as stated above, did the speed exceed 18 miles per hour.

As already stated, the odometer was set at zero before leaving "Jack's Garage." At the point where Officer Finn made the arrest, the odometer showed four-tenths (4/10) of a mile, which means that the car was started from a standstill and brought to a

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complete stop in the distance of 4/10 of a mile, also that the car necessarily was running at a slow speed because of the fact that we were not sure of the route. The charge made by Officer Finn is absolutely untrue, as set forth in the accompanying affidavits. Consequently, it follows that if he is inclined to make wild and untrue statements, as he did in this case, he is totally unfit for the position which he holds.

Copies of this communication, as well as the affidavits, will be sent to The Automobile Club of America and similar organizations, in order that tourists may know in advance what they may expect in Middletown and a warning that they avoid this town when it is possible to do so.

It has been the impression that the practice of preying upon automobile tourists by rural officials has been obsolete and as a substitute, courtesy and assistance extended. It has been found that when a tourist is unknowingly violating a local ordinance, to call his attention to this fact in a polite and courteous manner, has reduced violations very materially. Evidently, this modern practice has not yet dawned on Middletown, or at least not in the mind of Officer Finn. Both Mr. Jones and the writer feel that they were mulct to the extent of $10.00 in a most deliberate manner, and the worst of it is that it was done under the guise of the law. The amount of $10.00 will not impoverish the individuals in this case, any more than it will enrich Middletown; but regardless of the amount involved, the manner in which it was extorted was so absolutely flagrant that the sufferers cannot refrain from making their opinions known to you, as well as to the touring public.

Yours respectfully,

(Signed) FRANK H. HOFFMAN.

Lewis H. Jones and Frank H. Hoffman have appeared before me on this twenty-second day of May, 1919, and have duly sworn that the statements set forth above are true and correct.

STATE OF MICHIGAN }
COUNTY OF WAYNE }

(Signed) LEWIS H. JONES
(Signed) FRANK H. HOFFMAN

(Signed) J. E. WORKMAN,
[SEAL] Notary Public.

My commission expires Sept. 30, 1919.

Road Notes--New Jersey

THE Hudson County Boulevard is under construction between Newark Avenue and the Plank Road. There is an excellent detour provided by turning off at Summit Avenue Station into Bergen Street, which is followed parallel with the Hudson County Boulevard to Church Street, where a right turn is made to the little park on the Boulevard, then on through the park to Newark.

Schooley's Mountain never was in better condition than it is today. In fact, the entire mountain road has been graded with a trap-rock screening surface, then oiled, and the bad turn which has always been a menace to motorists is now quite easy, and properly banked on the outside.

The best way to the Water Gap is to go from Hackettstown through Vienna, Buttsville and Bridgeville, over a good macadam road. From Bridgeville to the Delaware River at Delaware, where a new bridge is crossed, the road will soon be closed and under construction. Motorists who are familiar with this stretch will be glad to go over almost any detour, in order that the last lap on the New York-Water Gap route may be finished. This short section has been a nuisance to the automobilist for the last fifteen years.

When the Bridgeville-Delaware road is closed, there are two alternatives to the Water Gap, after leaving Hackettstown, both of which are rather poor. One is to continue on through to Belvedere, crossing the Delaware River, then over to Bethel and north to Portland. The other is to run north over a good macadam road to Allamuchey, then west through Blairstown to Columbia and across the Columbia Bridge.

By the way, at the present time, there is a large sign in Portland which reads, "NEWARK and NEW YORK," directing the motorist over the Old Columbia Bridge, which is a toll bridge and, no doubt, controlled by a few townspeople who are not interested in the motoring public, nor the town of Portland.

One of the best ways to the Water Gap at the present time is to run from Newark through Montclair, Pompton Lakes and Lake Hopatcong to Branchville, then on to Dingmans.

Another alternative would be by crossing either the 130th or the Dyckman Street ferry, through Leonia or Englewood, to Hackensack, then out the Hamburg Turnpike to Pompton Lakes, Newfoundland, Stockholm and Lafayette to Branchville. Both routes offer fair surface all the way, with the exception of four miles of poor road between Franklin Furnace and Lafayette.

The Nyack-Suffern road is in excellent condition between Nyack and Suffern, excepting immediately after crossing the village line of Suffern. It is hard to understand why the people of Suffern tolerate the extremely poor one-mile stretch right in the main street of the village.

The road between Hackensack and Arcola, which has been under construction for the last two or three weeks, will be open about June 15th. When this is finished, the road will be entirely open and in good condition between New York and Newburgh via Tuxedo, also from New York through Tuxedo, Goshen and Middletown, over the Liberty Route to Binghamton.

From Hackettstown along the Muskonetcong Valley, the road is good to Washington, but from that point to Philipsburg, conditions are very poor. Somewhat better surface may be had by turning south at Washington and running through Hampton, then on via Asbury over a poor dirt road to Philipsburg and Easton. The road between Martins Creek and Bangor, on the Pennsylvania side of the Delaware River, is entirely closed.

Both routes between Stroudsburg and the Pocono Mountains via Paradise Valley and Swiftwater are open and in fair condition. From Mount Pocono to Tobyhanna on the Mount Pocono and Scranton route, the road is closed. The best way to reach Scranton at the present time is to go from Pocono Manor via Stoddartville through Bear Creek to Wilkes-Barre, then north along the Wyoming Valley to Scranton. The Neversink Valley from Port Jervis through Wurtsboro and Napanoch to Kingston, is in fair condition, and the State Hill Road from Port Jervis through Goshen and Monroe is in fine shape.

Motoring to the Catskills this summer will be a pleasure, as there is very little road construction and 75 per cent of the trunk lines are hard surfaced, and in good condition.

The Roadman of the Club is now surveying the roads through the Finger Lake District of Central New York and the Adirondacks and complete information relative to these sections will be available in the next issue.

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OFFICIAL NOTICES

In Memoriam

RESIDENT

SAMUEL W. EHRICH Died April 17, 1919	C. H. TENNEY Died April 27, 1919	WILLIAM L. HARKNESS Died May 10, 1919
D. CRAWFORD CLARK Died April 18, 1919	CLARENCE E. BURKE Died May 9, 1919	WHITNEY LYON Died May 14, 1919
A. D. JUILLIARD Died April 25, 1919	THATCHER M. ADAMS Died May 10, 1919	RICHARD STEVENS Died May 18, 1919

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mr. John Ballott	Mr. Seth Gregory	Mr. Frank R. Outerbridge
Mr. Eversley Childs	Mrs. W. L. Harkness	Mr. Philip W. Seipp
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Mr. A. E. Dick	Mr. John L. Kuser	Mr. Mark Swan

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The courtesy of the Club has been extended to:

Mr. C. B. Hollister of Los Angeles, request of Mr. James Elverson, Jr..
Mr. Frank H. Cole, of Asbury Park, N. J., request of Mr. P. Henderson.
Mr. George W. Dorion, of the Automobile Club of Canada.
Mrs. R. W. Rowe of Pittsburgh, request of Mr. William R. Hees.
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Lieutenant F. F. P. Burt, U. S. N., request of Mr. Eugene Southack.
Mr. W. S. Livingston, of the Royal Automobile Club, London.
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Lieutenant Lyman R. Hull and Lieutenant John W. Graham, request of Colonel J. deMont Thompson.
Miss Margaret Whitney, request of Mr. Robert McC. Butt.
Mr. Charles N. Sommer, of the Automobile Club of Canada.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate you may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
Mar. 14	George Drake Smith	Manufacturer	John W. Lieb	Chris. Bambach
Apr. 23	Amery W. Healy	Leather	George W. Childs	Robt. W. Allen
Apr. 24	G. Blaine Warner	Sugar	R. D. Garden	F. O. Burridge
May 16	Owen H. Mannes	Merchant	John Sloane	C. Bambach
May 26	John McE. Bowman	Hotel	A. B. Ashforth	H. S. Black
May 27	Fred A. Muschenheim	Hotel	Alan R. Hawley	E. Lascaris
June 7	James M. Gifford	Lawyer	A. B. Hepburn	M. C. Addoms

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The following have become subscribers to the Bureau of Tours:

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Miss Augusta De Peyster, of Hotel Manhattan, N. Y. C.,
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The Automobile in Morocco To-Day

By Henry Dugard*

THE automobile was first introduced into Morocco in the very early days of the industry; in 1903 or 1904, the Sultan Abd-el-Aziz attempted the use of a car, but automobiles were not employed for travelling across country until 1907, about the time that our colonial troops* began to penetrate into the inland plains. The first machines used were armored cars, high off the ground, which allowed long journeys to be made rapidly over roads that were very far from good, according to the method adopted by Mangin in 1912 and 1913, when he set out to take command of the troops going to conquer Marrakech, and later, by the Tadla Column. Subsequently, less hazardous operations became possible with the help of the automobile.

To-day the automobile is a machine in constant use in Morocco; merchants, columns of troops, Generals or high officials travel over its roads with ease; regular services of automobile transport by means of heavy trucks, omnibuses and touring cars have been organized between different towns in the Protectorate; bodies of troops, when necessary, are transported readily by motor power. The motor ambulance has also made its appearance; light cars, heavy trucks, are met with everywhere and are used by civilian business houses as well as the Military Department. Morocco is a country that is making rapid strides and one that is anxious to neglect none of the advantages of modern industrial civilization.

What, however, are the advantages under which automobiling is developing in Morocco? And what can one foresee as to its future in the country?

The development of automobiling here is entirely dependent upon its road system and upon personal security in the country districts.

As for security, we are rapidly bringing it about. Morocco was formerly a half-civilized state in which one could only travel through the parts of the country under the rule of the Sultan. These regions were often only temporarily under his rule, that is to say, only as long as the Sultan was sufficiently powerful to retain his grip upon them.

Travelling was always more or less of an expedition, especially for Europeans. To-day order reigns wherever we are, the roads are safe and the native tribes no longer rebel against the Sultan, whom they know to be supported by French power. Immense regions have in this way been opened to touring, to commerce, to exploration; in a few years the whole of Morocco will be possible for unarmed tourists and for European women. Our work here has been a veritable labor of civilization.

As for a road system, one may truthfully say that before our time it did not exist. In a country as unruly as Morocco, where the Sultan collected only sufficient taxes to support his soldiery, his viziers and his court, not a cent of the annual budget was employed in works of general utility. That is why not a single Moroccan had the slightest idea nor the least intuition that road building should be a charge incumbent upon the State. Besides, Moroccans have not the same outlook on life as we have: they are ignorant of our feverish energy, our necessity for speed; they are never in a hurry; the present moment is entirely sufficient for them. And it is with perfect satisfaction that they travel through their country on the backs of mules, trotting along comfortably, but covering enormous distances. For that kind of travel they did not require roads; they had no idea even that there could exist any other means of communication than the tracks made by the mules through the mountains and across the plains.

I have, myself, traversed this country on horseback into the regions where, as yet, we have built no roads, nor improved the native tracks; the old mule track of former days, went straight across fields, through ravines, climbing precipices, circling around swamps, lagoons, fording torrents and rivers, losing themselves amidst grooves of thorny cactus and dwarf palms, cut deep into ruts, smothered in dust in summer and full of mud holes in the rainy season. Nothing was pleasanter than those long and leisurely journeys under the open sky, while in the far distance beyond the horizon, gradually appearing and growing bigger in the depths of the plain, were visible, the violet summits of the lofty mountains. But it requires unlimited time, a hardy constitution, and being accustomed to life in the saddle, to enjoy these endless journeys on horseback. The automobile, on the other hand, travels more quickly. It is everybody's vehicle: the means of locomotion and of future touring, in Morocco more than anywhere else.

IN THE DESERT REGION OF NORTH AFRICA

In order to develop means of communication, roads, therefore, are necessary, and one of the most fruitful undertakings of General Lyautey, was his decision that Morocco should have roads, to insist that it should have them immediately, and to so arrange matters in order that it should have them in spite of the war. In 1912, a program for constructing more than 2,600 kilometres of main roads was drawn up by General Lyautey and his department. At the end of 1918 more than 1,600 kilometres were finished, 600 are still under construction and 400 in prospect. In 1920 at the latest, all principal towns in Morocco will

* The Author is a Citizen of the French Republic.

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be joined to one another by roads that will stand comparison with our roads of France. It is a total transformation of a whole country by the stroke of a magician.

But it is necessary to point out that one can travel about by automobile in Morocco to many places that are not on the roads. For in addition to the main roads to be found in the statistics of our public works, there exist numerous passable tracks where automobiles and trucks travel without difficulty, except in the three months of rain (December, January and February).

These tracks are the remnants of the old native tracks which have been re-made by our troops or by the *Service des Renseignements*, with the help of native labor. I have taken part with great pleasure, in work of this kind. It is instructive and interesting. The surface is first cleared; a breadth of six or eight metres of ground is leveled and the rocks rooted up; fords are done away with and grades that are too steep, reduced; some zigzag sections are constructed in the mountains, with the result that automobiles are enabled to travel sometimes even at a very respectable speed; the real road will be made later on.

These improvised tracks are enormously serviceable. It is even possible in certain regions, for example, in Southern Morocco, to have part of the work carried out free of expense, by the natives, under a form of draft ordered by the Caids. Over these tracks, for nine months in the year, automobiles and heavy trucks can travel; business develops, trade increases, military supplies are transported with much less trouble than by transport wagons or on the backs of camels; very little could be accomplished by means of transport wagons and camel trains and not much was possible as regards developing the country for touring. In fact, too many of these preliminary tracks cannot be built in Morocco. Permanent roads must gradually be made to replace these tracks, but roads are costly; they require for their construction and upkeep a considerable amount of labor, and certain districts are not yet sufficiently productive to repay such an expense. The track, on the other hand, is quickly made, it does not cost much, it answers the purpose temporarily and in many places, will serve later on, as a connection or feeder to the main road which may possibly not be built along the track at all.

From the point of view of the tourist as well as the business man, traffic over these temporary tracks will remain considerable, and the track will always be a large part of the network of communications in Morocco.

The sale and use of automobiles in Morocco is bound to be constantly on the increase; the Caids already possess automobiles; tomorrow the wealthy native merchants will buy them; as for the colonials, European business men and merchants, who are all up-to-date in their ideas, very active, keen in business matters and eager to make money, the automobile is a natural implement of commerce for them. They must carry on their business and mix with people throughout the country; they are anxious to travel without loss of time; they never consider the expense of a car. On the other hand, the future of touring in Morocco is immense, and touring will be done by automobile for the greater part. Finally, agriculture and business is developing every year and both share the need of commercial transportation. Now, the automobile truck is one of the most practical; tomorrow it will undoubtedly be one of the least costly of all methods of transport. In any case, it remains in many instances, the indispensable complement of the railroad, and in Morocco will play a large part that every year will become of more importance, in the matter of the rapid delivery of merchandise. There is, then, considerable need of automobiles in Morocco.

The present condition of the automobile market in Morocco is as follows: Before 1914 and in the first two years of the war, French vehicles were by far the most numerous, only one make seemed able to compete with them, that was the Ford, which owed its success to its cheapness, to the splendid organization of its agencies and to this fact, a precious one in Morocco, that it is high off the ground and can travel over all surfaces without accident or damage to the underside of the gear case or chassis. One must bear in mind what I have just said about the temporary tracks: in this new country one does not travel on roads only; one has to be able to travel everywhere. On the other hand, the colonial, a plain business man, who is engaged in earning his living, or who is in the process of accumulating a fortune, does not desire a luxurious limousine or a touring car worth 25,000 francs, to go and inspect his properties, to dispose of his merchandise or to purchase grain. The price of the Ford exactly suits these workers.

During the war, French factories, all transformed into munition works, and compelled to see their automobile output requisitioned by the military authorities, were no longer able to send cars to Morocco. The result of this was that the Moroccan market was flooded with American machines: Overland, Ford, Cadillac, Dodge, National and Saxon. It would have paid us better, as far as the future of our exports was concerned, for our army to have bought American machines and for us to have continued to sell French automobiles abroad and in our Colonies and Protectorates. But go and try to imbue commercial notions into the head of an Army Controller or a Brevet Colonel!

Today the Morocco market has to be entirely reconstructed. One must, within a period of a few months, deluge it with quantities of French automobiles, particularly of the cheaper kind, and, if possible, high off the ground. I am told that the firm of Citroen will produce, early in 1919, a car costing 7,000 francs, which will be capable of being reduced if materials drop to their pre-war prices and that this machine will have plenty of clearance. Such a machine would have a great chance of succeeding in Morocco and of competing favorably with the Dodge, the Saxon and the Ford. I only hope to see it launched in Morocco with plenty of depots for spare parts throughout the country.

What I hope, also, is to see established in Morocco, a great commercial transport organization, with, as a first instalment, a hundred five-ton trucks and with agencies in every town and port throughout Morocco. The success of an enterprise of this kind possesses no possible doubt in my mind.

This undertaking would be able to combine its transport services in common with the auto bus and touring car. Certain small organizations of this kind already exist in Morocco, but since one of them very nearly succeeded in smashing me to bits, in a ravine, as a result of the steering gear breaking, which had been mended with a piece of wire, I am under no delusion as to the quality of materials employed, and I only pray to Allah to entrust us to less alarming engines when we next travel in Morocco.

The transportation of travelers by means of the automobile is bound to increase to enormous proportions as soon as the interesting possibilities of touring in Morocco becomes known to the public of the two worlds. Capital put into a business of public transportation could not, therefore, be lost.

Finally, the development of automobiling in Morocco in the near future, is certain, markets are waiting, enterprises can be organized, garages, repair shops and supply depots can be multiplied throughout the country. There is everything, in fact, to tempt the energy of innumerable young Frenchmen and to attract the attention of our great automobile firms.—Translated from *Automobilia*, of Paris, by the Foreign Department of The Automobile Club of America.

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The Historic Philadelphia-Pittsburgh Route

Pennsylvania Division of the Lincoln Highway

By Robert Bruce

Part XXIV—From McConnellsburg to Everett and Bedford, Pa.

STARTING west along the main street of McConnellsburg, over a fairly level stretch nearly walled in by mountains, the tourist crosses a small stone bridge over Big Cove Creek, an eastern tributary of Licking Creek. We are now at a trifle under 900 feet elevation. The next 22 miles have not been surveyed either by the Federal Government or the State; and the maps of this section of the route are only approximately correct.

On the western outskirts of McConnellsburg the highway takes a sharp northwesterly direction.

About a half mile west of the bridge one comes to a very sharp left and equally sharp right curve, by which the route passes mostly around the foot of Little Scrub Ridge. It is easy to understand why the early travel through this region preferred to follow the longer but easier way from Fort Loudon around to the north into the valley of the west branch of the Juniata, before turning west.

Into the Licking Valley

Passing over moderate grades and descending the western side of Little Scrub Ridge one comes to the eastern foot of Scrub Ridge. The ascent of this is short but rather steep; from the summit (1452 feet elevation) several interesting views are unfolded. Looking ahead, about twenty miles of the Licking Valley are within vision.

We descend the western slope of Scrub Ridge, and near the foot cross a bridge over Patterson Run, another tributary of Licking Creek. In the course of the next two miles we go over a minor ridge, with some sharp curves on both sides, crossing Licking Creek at the eastern edge of Harrisonville. This stream, the largest in the locality, and from which the valley was named, drains a considerable area; and after flowing through southern Pennsylvania and across about the narrowest part of Maryland, enters the Potomac River southwest of Clear Spring on the National Road.

In the early days this place was known as Licking Creek Village, but was renamed Harrisonville after Gen. William Henry Harrison, the victor of Tippecanoe, during his term as President. It is a typical old-time mountain hamlet.

Glimpses of Old Mountain Taverns

On the right hand or north side of the highway, 1 4/10 miles west of Harrisonville, is the Green Hill House, the first one of several fairly well-preserved taverns in this section. It is a frame building, erected probably in 1838, and afterwards covered with stucco. Until about five years ago this section was a toll road, and the Green Hill House was one of the toll-gates. It is now owned by James A. Stewart, who conducts it as a road house, serving meals and providing accommodations for a few travelers, on a smaller scale, however, than when it was a prominent overnight stop on the great highway between Philadelphia and Pittsburgh.

On the right, a short distance beyond, is the stone building known for many years as Mann's Old Tavern. It was built about 1838 or '40, to accommodate the travel that passed over this stretch between Pittsburgh, Harrisburg, Philadelphia and Baltimore before the beginning of the railway era. The building is now the Post Office of Saluvia, Fulton County, Pa.

The comparatively level stretch in this vicinity is a wide depression between Scrub Ridge and Sideling Hill, the next range west. On the right of the road is Reamer's, erected, it is said, about 1820, and one of the oldest taverns now remaining on this part of the route. This is also a stone building, but as it has not been plastered the original appearance has been largely retained.

To and Across Sideling Hill

Several small streams have their source near this section of the Pike, and flow away from it in opposite directions, north and east toward the Juniata, or south and west toward the Potomac. Not until we have crossed the main Alleghany range, considerably farther along, will we encounter any westward flowing waters.

Looking west Sideling Hill looms up formidably across our path. To gain the top it will be necessary to ascend about 1300 feet in the course of the next three miles, with several sharp curves where caution is advised.

The views from the slopes, and especially from the top of Sideling Hill, are extensive and beautiful, including large areas of wild land and almost primeval forest, too far from transportation facilities to have been subjected to extensive lumbering. Here, more than on Cove Mountain, which opens eastward into the warmer Cumberland Valley, we see decided changes in the flora of the route. The diversified vegetation of the lower altitudes becomes rarer; and the cone-bearing trees more conspicuous. Forests of chestnut, pine, locust, hemlock, oak,

Photo, Greathead News Co.

McCONNELLSBURG, PA., FROM THE WEST

In the right of the picture will be seen a portion of the Philadelphia-Pittsburgh route, traversing an almost level stretch. Beyond the town, Tuscarora or Cove Mountain rears its immense bulk, apparently across the route

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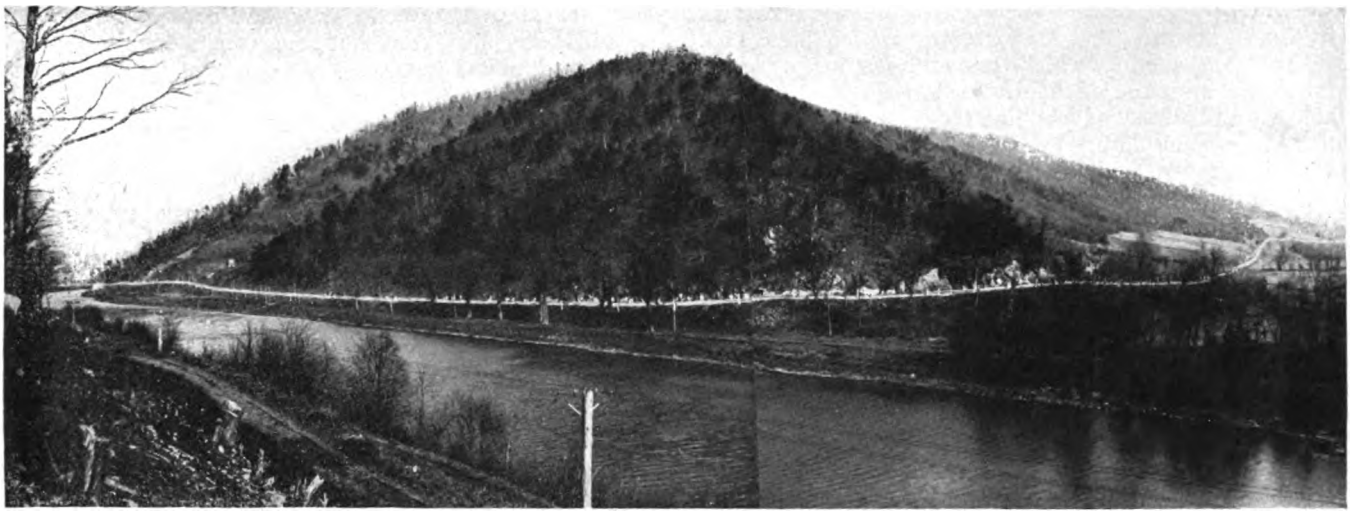

Photo by F. E. McCreary, Bedford, Pa.

LONG STRETCH OF THE PHILADELPHIA-PITTSBURGH ROUTE ABOUT TWO MILES EAST OF BEDFORD, PA.

In the foreground, the Raystown Branch of the Juniata River, which is crossed at a point 1 6-10 miles east of Bedford by the iron bridge seen in the extreme left-hand side of the picture. In the center is Evitts Mountain, cut here by the river but rising to even greater heights on the south side a short distance from the through road. On the extreme right, the Pike is seen crossing the lesser hills on the way to Everett

walnut and patches of tamarack, in the swampy places, extend as far as the eye can see.

Travelers over the National Road will recall crossing Sideling Hill a few miles west of Hancock, Maryland, and encountering on its eastern face the steepest grades between Hagerstown and Cumberland. That more southerly route was cut in the general direction of the Potomac River, though at times several miles from it, by Indians employed by Col. Thomas Cresap of Oldtown, Maryland, for the Ohio Company, before any improvement was attempted over this Pennsylvania route. The name is said to have been taken from the comment of either the Indians or some of the pioneer settlers about this being a "side-long" hill; in fact, that exact lettering is found at times in the old records, "Sideling" being a comparatively modern rendering of it.

Law Enforcement on Old Frontier

Traditions about this range are numerous; but one incident must suffice here. After the taking of Fort Duquesne by the Forbes expedition in 1758, and the battle of Busy Run, north of Greensburg, where Pontiac's Rebellion was broken in Pennsylvania in 1763, trade with the western Indians was for awhile forbidden by the Province. Notwithstanding this, in the spring of 1765, a number of wagons loaded with Indian goods, including some warlike stores, such as tomahawks, scalping knives and ammunition, were sent by unscrupulous traders as far as Conococheague Creek in wagons, and there loaded on pack-horses for the remainder of the journey across the mountains.

Fearing that if these goods were allowed to get into the hands of the Indians they might be turned against the frontier settlements, about fifty armed men met the caravan near the present site of Mercersburg, and at first endeavored to stop the expedition by persuasion. In this they were unsuccessful, and the pack-horse train continued its slow way across Tuscarora Range to Sideling Hill. Thereupon William Duffield, their leader, selected ten of his men most accustomed to the ways of Indian fighting, blacked and painted them and pushed ahead by a roundabout route to an ambush along the trail on this hill.

When the expedition came along it was so demoralized and riddled by the few men hidden from eight to ten rods from the road that the traders were glad to escape with their lives and a little personal property, while the remainder of their stock was burned on the spot. Considerable legal trouble, including some conflict of authority, followed this incident; but the prohibition against trading with the Indians was enforced for some time afterward. It is not known just where the ambush took place, but probably nearby the present route.

A Contrast in Mountain Roads

We descend Sideling Hill by a downgrade two miles in length, but with fewer curves than were encountered on the longer eastern slope. Looking over to the right when nearing the foot, the tourist may see the old road from the Cumberland Valley at Shippensburg through Fannettsburg, Burnt Cabins and Fort Lyttleton, coming into this route, the two coinciding for

Photo by Penna. State Highway Department

SECTION OF THE PIKE NEAR HARRISONVILLE, FULTON CO., PA.

the remaining distance to Everett and Bedford.

This is a shorter way to Carlisle and Harrisburg than the modern Pike to Chambersburg and up the Cumberland Valley; and avoids the steep grades of Tuscarora Mountain and Sideling Hill on this route. But it has never been improved, and is now used principally to reach a few intermediate settlements.

Facing the present main road at the intersection is a three-story building, of modern appearance, now known as

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the Mountain Home Hotel. The writer is informed, however, that the exterior boarding covers the logs which formed the principal structure of MacIlvaine's Hotel, a well-known and popular tavern of stage-coach days. For a satisfactory view of it, and the diverging roads, one traveling west should turn around and look east, the way the accompanying photograph was taken.

It will be noticed that the unimproved road goes almost directly up the hill in the background, while the Pike makes a loop to take the grade in an easier way. This is part of the trunk line of telegraph poles across the State, the greater number of wires following the unimproved shorter route from this point eastward to Sideling Hill.

Photo by F. E. McCreary, Bedford, Pa.

FORK OF TWO OLD-TIME MOUNTAIN HIGHWAYS

Looking east from the eastern foot of Ray's Hill. On the left is the unimproved road following the ancient trail past the site of Fort Lyttleton, some miles north of our route, to Shippensburg, Carlisle and Harrisburg. On the right is the old Philadelphia-Pittsburgh Pike, winding along an intermediate small ridge toward Sideling Hill, in the farther background, and invisible because the view is cut off. In the angle is the Mountain Home Hotel, successor to MacIlvaine's of the stage-coach era

Across Ray's Hill Into the Juniata Valley

Not far beyond the Mountain Home Hotel the route begins a short but rather steep ascent of the eastern slope of Ray's Hill, reaching the top at an elevation of 1955 feet. Along this crest, nearly north and south, runs the boundary line between Fulton and Bedford counties. It is worth while to stop at the summit long enough to look back in a northeasterly direction across the intervening depression for a fine view of the western face of Sideling Hill.

Here we come for the first time to the name of Ray, which is met several times in the history of this section. Ray was a settler in the vicinity of Bedford about 1751; and, as we shall see later on, that place was at first called after him. The hill here, the last range before reaching the Juniata, was probably named in much the same way. Passing over the crest of Ray's Hill, there is a gradual descent into the Juniata Valley, the broad outlines of which now begin to unfold.

In the course of 2 8/10 miles from the summit of Ray's Hill to the village of Breezewood, the descent is a trifle less than 600 feet. From an elevation of 1364 feet at Breezewood, the descent continues rapidly to 982 feet at the Juniata, only 1 8/10 miles farther west.

The waterway crossed here is the Raystown branch of that river, whose main stream is considerably to the north. Before this Philadelphia-Chambersburg-Bedford-Pittsburgh route was cut through and made passable as a whole, there was much primitive commerce up the Susquehanna River past the site of Harrisburg into the Juniata, whose long circuitous course avoided the several formidable mountain ranges east of here. Making a sharp southerly bend from the main stream near the present Huntington, the Raystown branch followed a well-defined valley down to the very section we are now traversing.

Ancient Trail and Modern Highway Coincide

Quite often in looking over the old records, one comes upon some reference to "the lands near the heads of the Juniata River along the path that leads to the Ohio." What the casual reader may have considered a convenient but somewhat indefinite figure of speech is, in fact, a most interesting phrase of accurate description. Here the literal headwaters of the Juniata cross and continue for some miles along part of the old trading path to the West, transformed into a modern highway.

How little the alignment of this portion of the road has changed in more than 160 years is best evidenced by the fact that from here through Everett into Bedford the tourist of today could follow the map made by the engineers of the Forbes expedition of 1758 about as easily as a section of a modern survey. The old distances are also remarkably close to those measured off by the odometer. In 1754 George Croghan, a famous Indian trader and scout living on the west side of the Susquehanna River not far from the present Harrisburg, made a report to the Colonial authorities of Pennsylvania on the distances from his location to the Ohio, which he had traveled several times.

"From Juniata Creek at ye Crossings" to "Raystown" (now Bedford), Croghan gave as 14 miles, which is half a mile less than the odometer measurement between the same points as taken by the present writer. Nothing could be more expressive or appropriate than the name of "Juniata Crossings," as it was known to the Forbes expedition, to the drivers of stage-coaches and freight-wagons during the busy days of the old Pike, and continues to be called to this day. Next to the Susquehanna River at Columbia, it is the widest stream met on this trip.

Evolution of a Famous Crossing

For many years after travel had begun to go this way, the only means of crossing here was by primitive ferry, which was first superseded by the "chain bridge," known far and wide. The date of its erection is uncertain, but it stood for many years some distance below the present bridge. In place of cables, as in modern suspension bridges, large chains spanned the river; on one side these were anchored to great rocks, and on the other side to a stone pier, part of which still remains. It is said that the original road at the "lower crossing" may yet be distinctly traced, and that marks of wheels deeply cut into the solid rock still remain as an indication of the vast amount of heavy wagon traffic which once passed over this part of the route.

The older part of the present long covered bridge, of 185 feet total span, was erected by the Bedford & Chambersburg Turnpike Co., when the first

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Photo by Paul C. Wolff, Pittsburgh, Pa.

OLD TOLL-HOUSE 1 6-10 M. EAST OF BEDFORD, PA., LOOKING EAST

A stone building, of a type found only in the central and western parts of the State. Here the highway makes two sharp turns to cross the Raystown Branch of the Juniata River, a portion of the iron bridge being shown on the left

improved road was put through in 1814-15, though some authorities say that it was not wholly completed for use until 1818. Originally it was a double wooden structure throughout, built of very heavy timbers, as will be noticed by the tourist of today. About 1884 or '85, the eastern end, being most exposed to the current, was destroyed by ice or flood; and was replaced by a single wooden section.

This was done about midway between the time when heavy wagon traffic disappeared from the road, and the coming of the automobile. As a result, this bridge remains today, a relic of two former eras in transportation, the eastern end only half as wide as the older western end. As the narrowing takes place in the middle of the stream, where the light is not good, and the fact that in the absence of a footbridge, pedestrians are obliged to use it, requires caution on the part of the motorist to avoid accident, especially in traveling eastward.

McGraw's Old Tavern

On the right side of the road, just beyond the covered bridge, is one of the oldest and most interesting taverns still standing along the route. It is said that some place of accommodation for travelers has been located on that site continuously since 1795. Though the records of that period are meagre, the writer is informed that Hugh Dennison, one of a family of early settlers, erected the present building in 1818, soon after the completion of the through Pike.

It is a large three-story structure, of native stone, and is situated upon the north bank of the river, near its bend westward. In the height of the stage-coach era, it was one of the most famous hostelries on the route. George McGraw was the landlord here for many years about 1842. In the course of time the place has become widely known as "McGraw's"; or in the lingo of the old drivers, "McGraw's, at the Crossings."

Tradition says that this landlord kept a good house, which was very popular and well patronized. Like nearly all of the old taverns McGraw's was finally left without patronage and the modern travelers pass by without stop. Judging from appearances, it might easily be turned into a modern hotel.

Along the Juniata to Everett

Continuing westward, the motorist follows a nearly level road along the north side of the Juniata River through what were the frontier lands of the Province. After Braddock's defeat at the Battle of the Monongahela in 1755, Indians, sometimes in league with the French, swept the Pennsylvania and Maryland frontiers; and practically destroyed all the settlements in this region, forcing the few survivors to flee to or east of the Cumberland Valley. The success of the Forbes expedition in 1758 helped to hold these raids in check, but tranquillity was not restored for many years.

Two and one-half miles west of the Crossings, the road makes a sharp right turn at the water's edge.

The stream shortly takes a southward detour, bending considerably below our route, but soon makes a graceful loop back to it. We follow the main road past the Everett Cemetery, on the left, into the principal street of Everett. Located between Juniata Crossings and Bedford, this place is of much less historical importance than either of them; in the olden days it was known as "Bloody Run," from some sanguinary happening when this was a part of the untamed frontier. A writer about stage-coach days mentions there having been three taverns in Everett during that period. It is now a substantial and attractive town, with a population of somewhat under 2000.

Between Two Great Coal Regions

We continue out West Main Street, Everett, between rows of silver leaf maples passing, a half mile beyond the center of the town, a short covered bridge. Looking over to the right at about this point, one will see the Huntingdon & Broad Top Mountain R. R., which comes into our route at Mount Dallas station, 1 3/10 miles from Everett—the first steam transportation we have seen since leaving Fort Loudon, 35 miles back.

Photo by Paul C. Wolff, Pittsburgh, Pa.

MANN'S TAVERN, NOW THE POST OFFICE AT SALUVIA, PA.

A good type of country colonial tavern of seventy-five or a hundred years ago. The size of the chimneys indicates the large fireplaces by which the building was heated in the days of the stage-coach. A part of the still older building may be seen in the right part of the picture

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While looking up the history of this section, the writer chanced to come across a news item dated April, 1805, stating that a coal mine had been found along the Boylston (probably meant for Raystown) branch of the Juniata, and that two laborers with a cart and a pair of oxen could dig and carry to the river 120 bushels a day. The price at the river bank was given as eight cents a bushel!

Into Bedford

The high railroad bridge which leads from the main track of the Huntingdon & Broad Top at Mt. Dallas connects with the Earlston ore furnaces, located a short distance south of both the highway and the river at this point, the largest single industry along this section of our route, operated by Joseph E. Thropp. Beyond Mt. Dallas, the stream makes another considerable bend to the south, the highway keeping straight ahead through a rolling section. Along this stretch, about four miles east of Bedford, still stands a large willow tree, in the trunk of which a pipe was once inserted to tap the water flowing from a spring underneath it; years ago motorists were accustomed to stop here for a drink of refreshing water, but it has now gone dry.

After gradually returning to our route, the Raystown branch of the Juniata is crossed by an iron bridge, 150 feet long, at a point 1 6/10 miles east of Bedford. In the olden days the former structure at this point was known as the "Bedford Bridge" to distinguish it from the Juniata Crossings, about thirteen miles east. Originally the stream was spanned here by a covered wood bridge erected, like the one at Juniata Crossings, by the Bedford & Chambersburg Turnpike Co. in or about 1814-'15. After this was burned down, about twenty years ago, the county built the present iron structure.

This crossing is made at a picturesque spot, where the river has cut its way through a low pass of Evitts Mountain, leaving a series of low cliffs by the roadside. A short distance to the north, the Juniata is joined by the waters of Dunning Creek, which drains a considerable area north of the route. At the farther end of the bridge, the road crosses the Bedford branch, Pennsylvania R. R., and turns right in front of an abandoned stone toll-house. After a short straightaway, now along the south side of the river, the Pike becomes East Pitt Street leading direct to the center of Bedford.

(To be continued in the next issue of Motor Travel.)

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912

of Motor Travel, published monthly, at Brooklyn, N. Y., April 1, 1919.

State of New York, } ss.:
County of New York, }

Before me, a Notary Public, in and for the State and County aforesaid, personally appeared John T. Rosengren, who having been duly sworn according to law, deposes and says that he is the Editor and Business Manager of Motor Travel, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:

Name of Publisher—The Automobile Club of America, 305 Washington Street, Brooklyn, New York.

Name of Editor—John T. Rosengren, 305 Washington Street, Brooklyn, New York.

Name of Managing Editor—none.

Name of Business Manager—John T. Rosengren, 305 Washington Street, Brooklyn, New York.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.)

The Automobile Club of America, Publication Office 305 Washington Street, Brooklyn, New York, a membership corporation no stockholders.
A. J. Hemphill, President, 305 Washington Street, Brooklyn, New York.
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3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: (If there are none, so state.)—none.

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5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise to paid subscribers during the six months preceding the date shown above is (this information is required from daily publications only).

Sworn to and subscribed before me this 3d day of April, 1919.

John T. Rosengren,
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Adirondack Tour	32	Maine Tour	40	Real Tour	48
Cape Cod Tour	34	New York-Chicago Tour	42	Capitol Tour	50
Granite State Tour	36	Post Road Tour	44	Ideal Tour	3rd Cover
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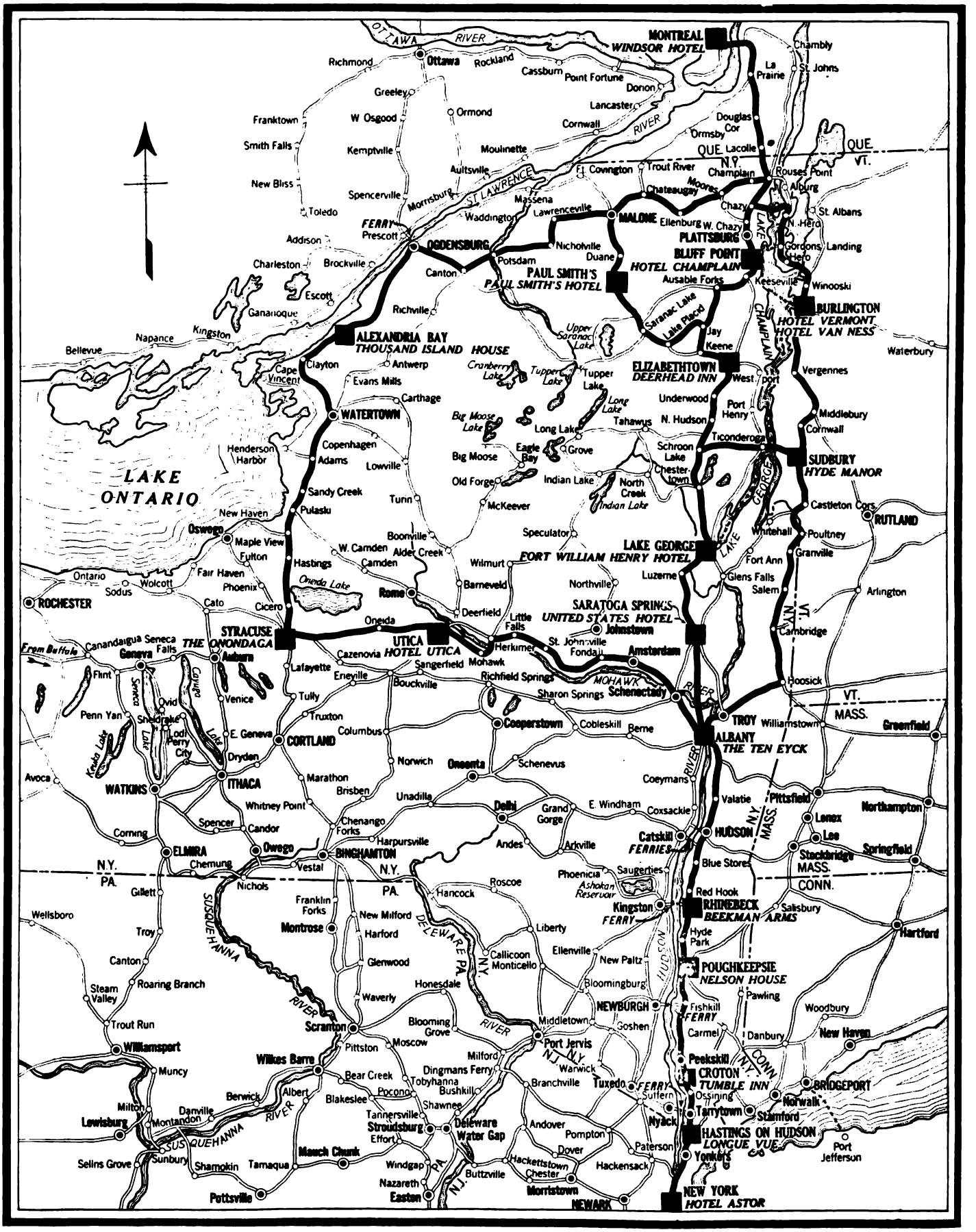

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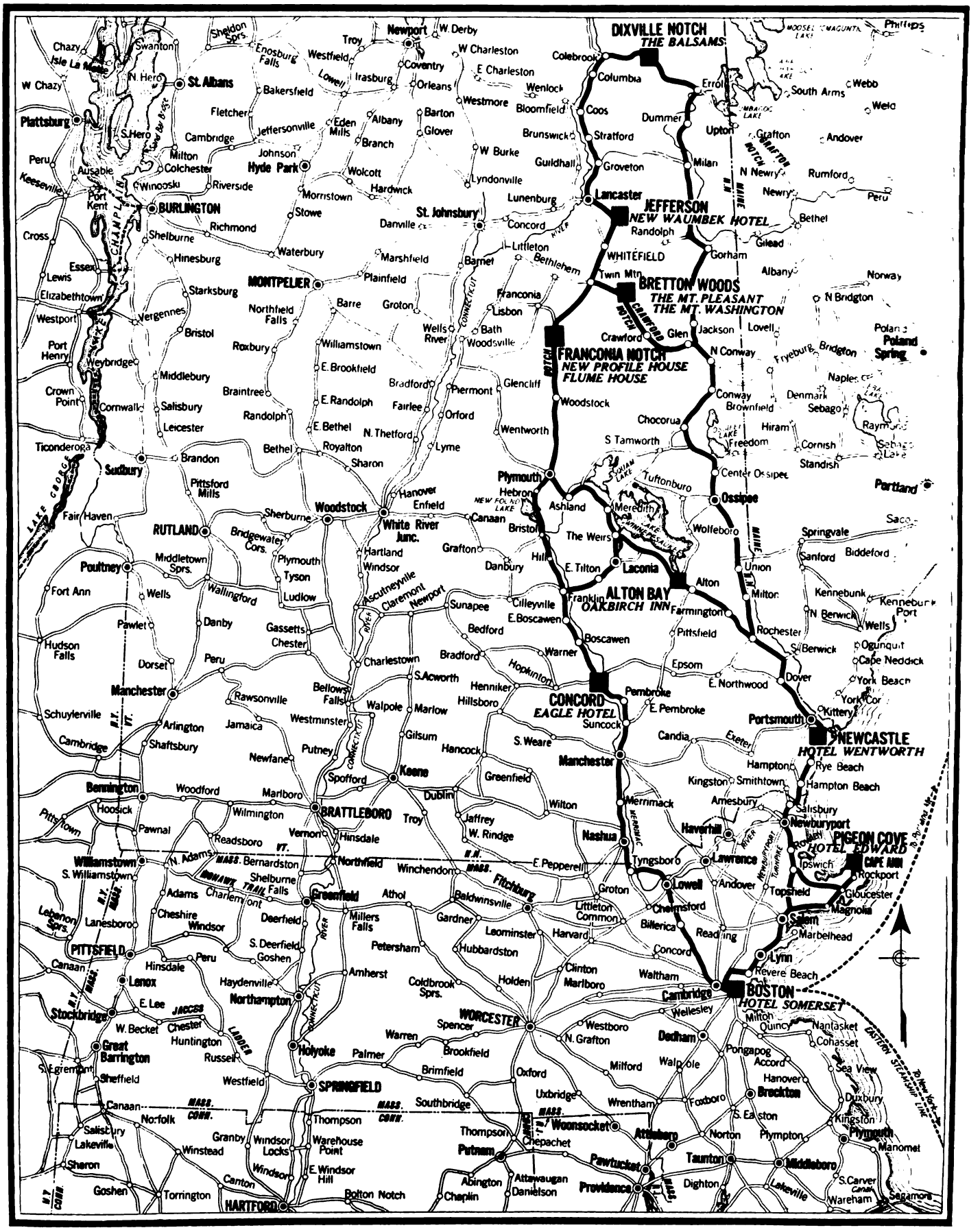
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Provincetown
Plymouth
Brockton
Taunton
Fall River
New Bedford
Woods Hole
Falmouth
Chatham
Orleans
Hyannis
Provincetown
Nantucket
Martha's Vineyard
Block Island
Narragansett Pier
Westerly
Wickford
Newport
Tiverton
Bristol
Warren
Portsmouth
Barrington
Seekonk
Rehoboth
Dighton

The GRANITE STATE TOUR

Through the White Mountains of New Hampshire

Hotel Somerset
Commonwealth Avenue
Boston, Mass.

Frank C. Hall
Manager

The Mount Washington
Bretton Woods, N. H.

Charles Root, Manager

Hotel Wentworth
Newcastle, N. H.

H. W. Priest
President

C. A. Judkins
Manager

Open from June 29 to September 25

New Profile House and Cottages
Franconia Notch
White Mountains, N. H.
Accommodations for 450 Guests

Management of
C. H. Greenleaf Everett B. Rich
Also Hotel Vendome, Boston, Mass.

Hotel Edward
Pigeon Cove,
Cape Ann, Mass.

Eagle Hotel
Opposite State Capitol
Concord, N. H.

Oliver J. Pelren
Manager

All Outside
Rooms

The Balsams
Dixville Notch, N. H.

New Fireproof Addition

David Bowdoin Plumer
Manager

Season opens July 1

New England's Most Beautiful Highland Lake

Oak Birch Inn
and Bungalows
Alton Bay, N. H.

At the southern end of Lake Winnepesaukee

A high class hotel for permanent and transient guests

The Mount Pleasant
Bretton Woods, N. H.

Same Management as Mount Washington

The Hotel De Luxe of the Mountains
Season June 19 to October 1

New Waumbek Hotel
Jefferson, N. H.

Frank Shute, Proprietor

18 Hole Golf Course

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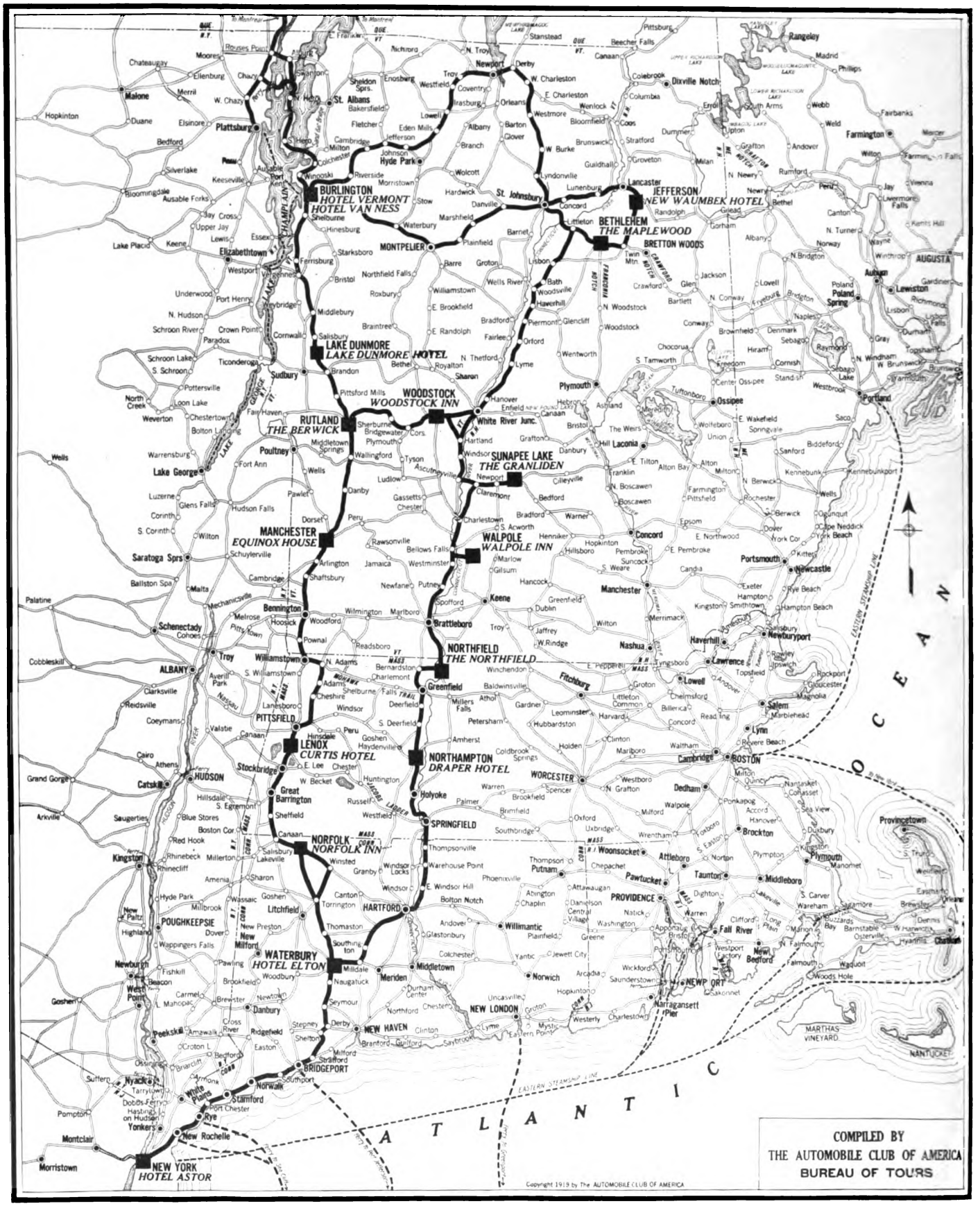
The GREEN MOUNTAIN TOUR



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The GREEN MOUNTAIN TOUR

Through the most scenic sections of Vermont, Massachusetts and Connecticut

Hotel Astor
Times Square, New York
Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Hotel Vermont
Hotel Van Ness
Burlington, Vt.
Under Same Management
Max L. Powell, Proprietor

The Elton
Waterbury, Conn.
Almon C. Judd
Proprietor
In the Scenic
Naugatuck Valley

Maplewood Hotel and Cottages
Maplewood Inn
"In the White Mountains"
Maplewood, Bethlehem, N. H.
A. E. Dick, Manager

Norfolk Inn
Norfolk, Conn.
Henry R. Sweet, Proprietor

Woodstock Inn
Woodstock, Vt.
On the direct route from Saratoga, Lake George—via Manchester and Rutland, Vermont, to the White Mountains
Arthur B. Wilder, Manager

Curtis Hotel
Lenox, Mass.
Rosewell M. Curtis, Manager
Open April 26

The Granliden
Sunapee, N. H.
W. W. Brown, Manager

Equinox House
Manchester-in-the-Mountains
Vermont
A. E. Martin, Manager
Excellent Golf Course

Walpole Inn
Walpole, N. H.
J. F. Wilson, Proprietor

Lake Dunmore Hotel
Lake Dunmore, Vt.
Hugh J. McKinnon, Proprietor

The Northfield
East Northfield, Mass.
Ambert G. Moody, Proprietor

The Berwick
Rutland, Vt.

Hotel Draper
Northampton, Mass.
William Kimball, Manager

New Waumbek Hotel
The Hotel De Luxe of The Mountains
Season June 29 to October 1
Jefferson, N. H.
18 Hole Golf Course
Frank Shute, Proprietor

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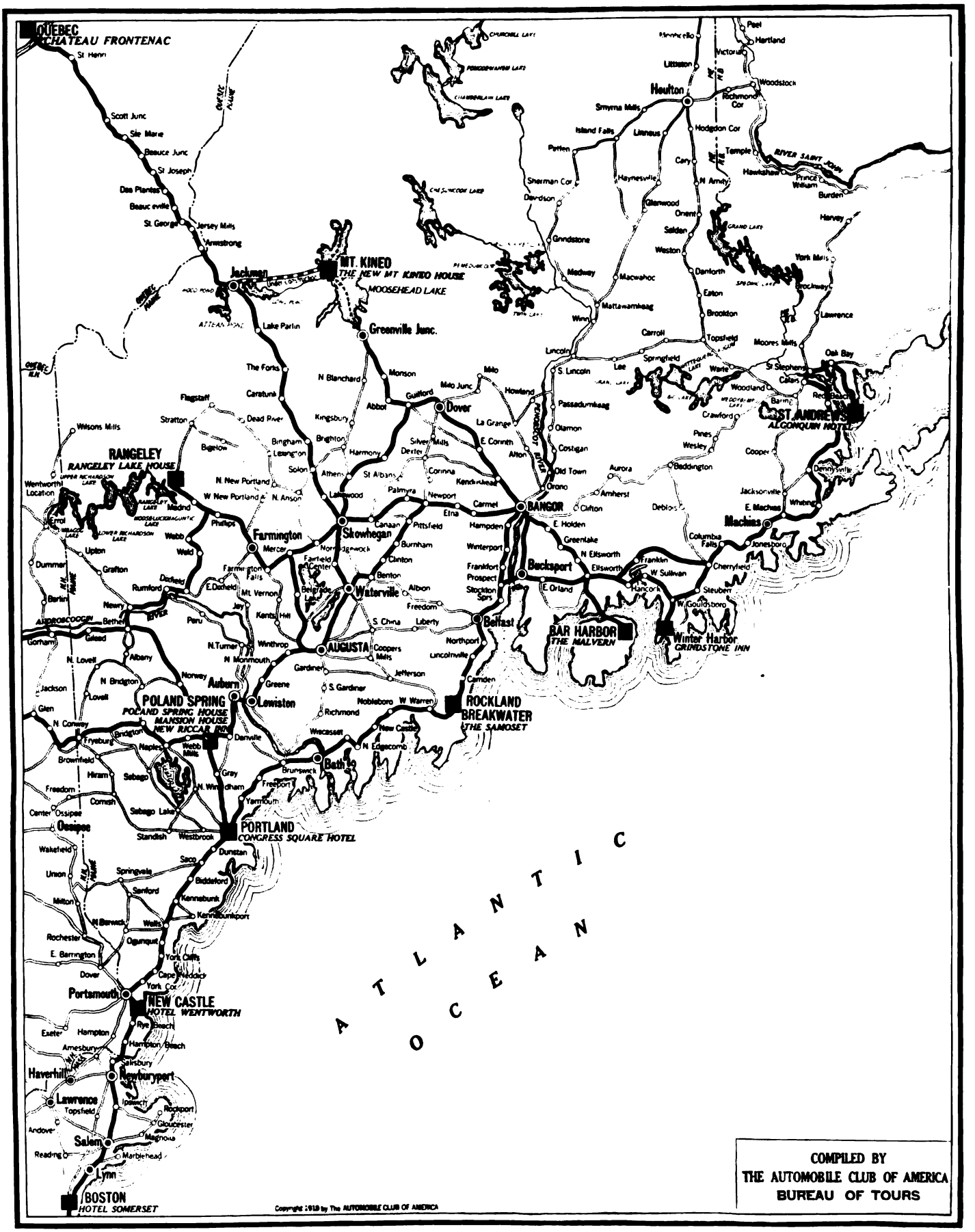
The MAINE TOUR



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The MAINE TOUR

Hotel Somerset
Commonwealth Avenue
Boston, Mass.
Frank C. Hall, Manager

Chateau Frontenac
Quebec, Que.
F. McMahon, Manager

Hotel Wentworth
Newcastle, N. H.
H. W. Priest, President
C. A. Judkins, Manager

The SamOset by the Sea
Rockland Breakwater, Maine
Open June 25th, close Sept. 9th
Ricker Hotel Co., Proprietors
D. B. Arnold, Manager

The Congress Square Hotel
Portland, Maine
Rines Brothers, Proprietors
Carlton Glidden, Manager

The Malvern
Bar Harbor
Mount Desert Island, Maine
E. G. Grob, Proprietor

Across Frenchman's Bay from Bar Harbor

Rangeley Lake House
Rangeley, Maine
W. S. Marble, Manager

Grindstone Inn
Winter Harbor, Maine
John A. Sherlock, Manager

New Mt. Kineo House and Annex
On Moosehead Lake, Kineo, Maine
Open July 1st, close Sept. 16th
Ricker Hotel Co., Proprietors
J. F. Sanderson, Manager

Algonquin Hotel
St. Andrews by the Sea, N. B.
Season, June 20th to Sept. 15th
A. Allerton, Manager

Poland Spring House
Open June 1st to October 15th

Mansion House
Open all Year

Home of the Famous
Poland Water
Poland Spring, Maine

The Riccar Inn
Open all Year

Hiram Ricker & Sons, Inc., Proprietors
1180 Broadway, New York City

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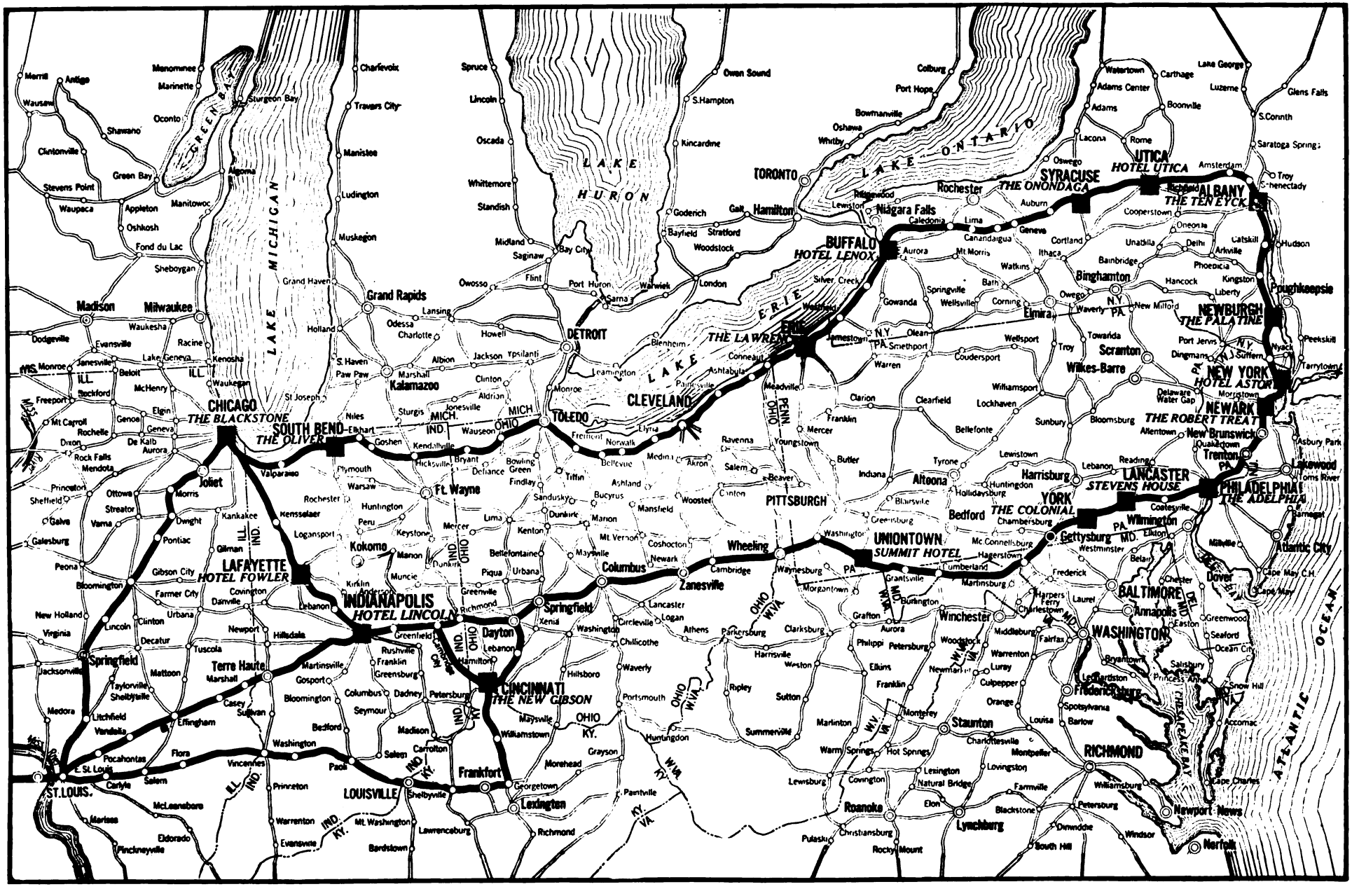
The NEW YORK-CHICAGO TOUR



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NEW YORK-CHICAGO TOUR

Hotel Astor
Times Square, New York City

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms, 700 Baths

The Blackstone
Chicago, Ill.

The Drake Hotel Company
Owners and Managers

The Palatine
Newburgh, N. Y.

N. H. Bain & Co., Proprietors

Hotel Lincoln
Indianapolis, Ind.

William R. Secker, Proprietor

The Ten Eyck
Albany, N. Y.

A. H. Rennie, Manager

Hotel Henry Watterson
Louisville, Ky.

Robert B. Jones, Manager

Headquarters, Automobile Club of Utica

Hotel Utica
Utica, N. Y.

Office of President and Secretary
New York State Motor Federation
200 Rooms
200 Baths

New Hotel Gibson
Cincinnati, Ohio

Official Cincinnati Terminus of the Dixie Highway
Home of Cincinnati Automobile Club
500 Rooms
500 Baths

The Onondaga
Syracuse, N. Y.

Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager — 500 Rooms

The Summit Hotel
Uniontown, Pa.

The most beautiful resort Hotel between
New York and San Francisco — Rates from $1.50

Hotel Lenox
North Street at Delaware Avenue
Buffalo, N. Y.

C. A. Miner, Manager — Modern, Fireproof, Convenient

The Colonial
York, Pa.

R. McPherson, Proprietor
200 Rooms
100 with Bath

The Lawrence
Erie, Penn.

Under same direction as Hotel Utica, Utica, N. Y.

Stevens House
Lancaster, Penn.

A. J. McConomy, Manager

The Oliver
South Bend, Ind.

"The Best in the West"
The Home of the Motorists — Fireproof

Hotel Adelphia
Chestnut and Thirteenth Streets, opposite Wanamaker's
Philadelphia

Adelphia Hotel Company
David B. Provan, Managing Director
400 Rooms
400 Baths

The Fowler
Lafayette, Ind.

217 Rooms with Bath
H. H. Dunbar, Manager
Absolutely Fireproof
Roof Garden, Restaurant, Dancing, Golf

The Robert Treat
Newark, N. J.

Charles A. Corrigan, Manager

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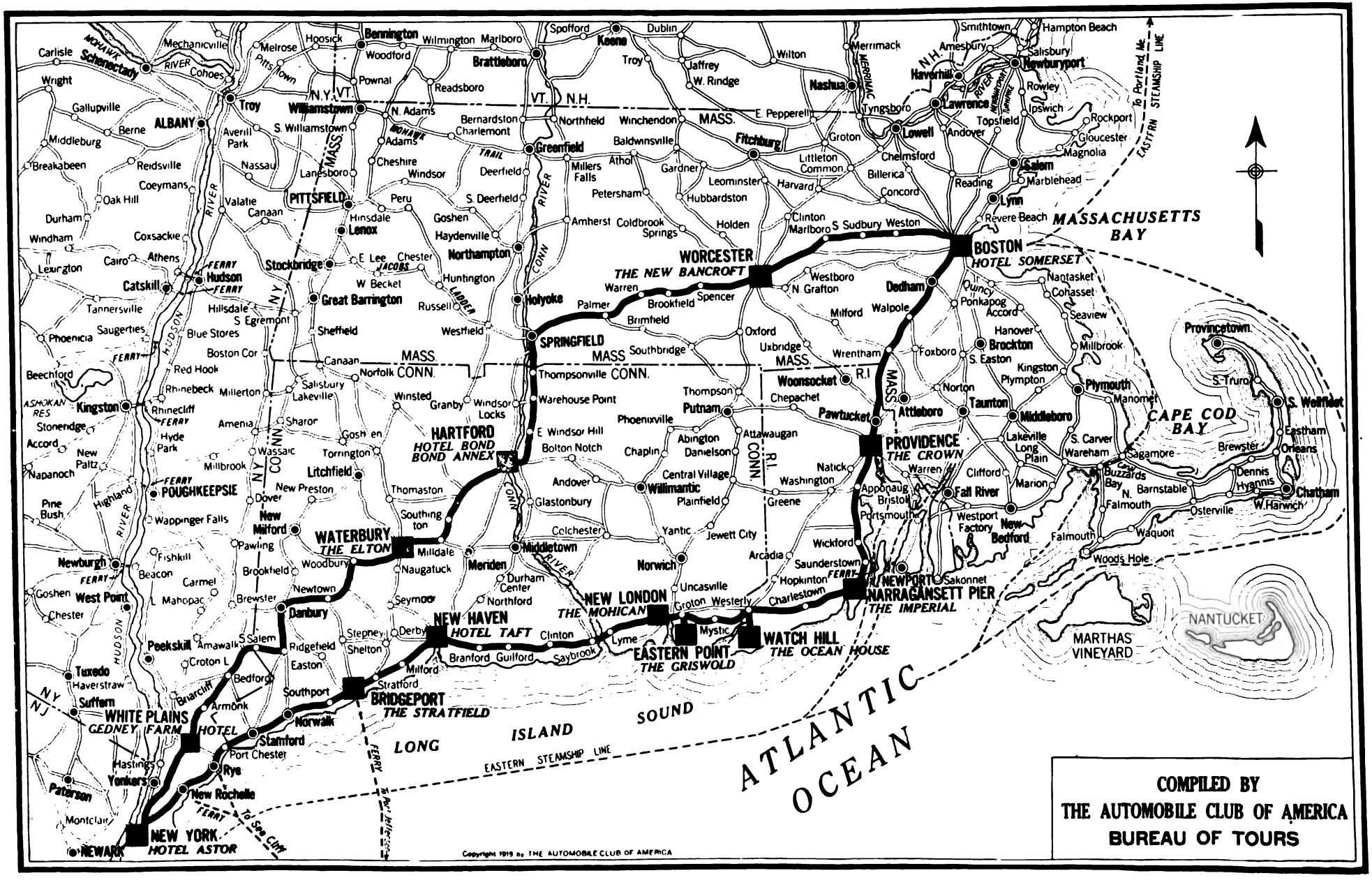
The POST ROAD TOUR to BOSTON


NEW YORK
HOTEL ASTOR
NEWARK
WHITE PLAINS
GEDNEY FARM HOTEL
BRIDGEPORT
THE STRATFIELD
NEW HAVEN
HOTEL TAFT
WATERBURY
THE ELTON
HARTFORD
HOTEL BOND
BOND ANNEX
SPRINGFIELD
WORCESTER
THE NEW BANCROFT
BOSTON
HOTEL SOMERSET
PROVIDENCE
THE CROWN
NEW LONDON
THE MOHICAN
NARRAGANSETT PIER
THE IMPERIAL
NEWPORT
WATCH HILL
THE OCEAN HOUSE
EASTERN POINT
THE GRISWOLD
POUGHKEEPSIE
ALBANY
PITTSFIELD
Great Barrington
Lenox
Stockbridge
Williamstown
Bennington
Brattleboro
Greenfield
Northampton
Holyoke
Fitchburg
Nashua
Lowell
Lawrence
Haverhill
Newburyport
Salem
Lynn
Dedham
Taunton
Attleboro
Pawtucket
Woonsocket
Fall River
New Bedford
Middleboro
Brockton
Plymouth
Provincetown
S. Wellfleet
Chatham
Hyannis
Falmouth
Woods Hole
NANTUCKET
MARTHAS VINEYARD
CAPE COD BAY
MASSACHUSETTS BAY
ATLANTIC OCEAN
LONG ISLAND SOUND
EASTERN STEAMSHIP LINE
To Portland Me.
Hudson River
Mohawk River
Schenectady
Catskill
Kingston
Poughkeepsie
Newburgh
Peekskill
Tuxedo
Suffern
Paterson
Yonkers
New Rochelle
Rye
Port Chester
Stamford
Norwalk
Southport
Westport
Danbury
New Milford
Litchfield
Torrington
Waterbury
Meriden
Middletown
Willimantic
Norwich
Putnam
Thompson
Webster
Worcester
Framingham
Natick
Needham
Dedham
Quincy
Hingham
Cohasset
Nantasket
Scituate
Duxbury
Marshfield
Kingston
Plymouth
Sandwich
Hyannis
Barnstable
Falmouth
Woods Hole
Wareham
Buzzards Bay
Fall River
Taunton
Attleboro
Pawtucket
Providence
Warwick
Westerly
Mystic
Groton
New London
Saybrook
Old Saybrook
Guilford
Branford
Milford
Stratford
Bridgeport
Norwalk
Stamford
Greenwich
Rye
Yonkers
New Rochelle
Mount Vernon
Bronx
Manhattan
Brooklyn
Staten Island
Jersey City
Hoboken
Newark
Montclair
Paterson
Passaic
Hackensack
Ridgewood
Paramus
Suffern
Monsey
Nyack
Tarrytown
Sleepy Hollow
Peekskill
Cold Spring
Beacon
Newburgh
Poughkeepsie
Hyde Park
Rhinebeck
Kingston
Catskill
Hudson
Albany
Troy
Schenectady
Amsterdam
Gloversville
Johnstown
Saratoga
Glens Falls
Lake George
Ticonderoga
Whitehall
Rutland
Bennington
Williamstown
North Adams
Pittsfield
Lenox
Great Barrington
Stockbridge
Lee
Chester
Huntington
Westfield
Springfield
Holyoke
Northampton
Amherst
Greenfield
Deerfield
Shelburne Falls
Brattleboro
Bellows Falls
Keene
Nashua
Manchester
Concord
Portsmouth
Dover
Exeter
Hampton
Salisbury
Newburyport
Gloucester
Rockport
Ipswich
Lawrence
Haverhill
Andover
Lowell
Fitchburg
Leominster
Gardner
Athol
Orange
Millers Falls
Turners Falls
Greenfield
Shelburne Falls
Williamstown
Bennington
Manchester
Rutland
Burlington
Montpelier
Barre
Woodstock
White River Junction
Hanover
Lebanon
Claremont
Newport
Keene
Peterborough
Nashua
Merrimack
Hudson
Salem
Lynn
Revere Beach
Boston
Cambridge
Somerville
Medford
Malden
Everett
Chelsea
Winthrop
Quincy
Braintree
Weymouth
Hingham
Cohasset
Scituate
Marshfield
Duxbury
Kingston
Plymouth
Sandwich
Hyannis
Barnstable
Falmouth
Woods Hole
Wareham
Buzzards Bay
Fall River
Taunton
Attleboro
Pawtucket
Providence
Warwick
Westerly
Mystic
Groton
New London
Saybrook
Old Saybrook
Guilford
Branford
Milford
Stratford
Bridgeport
Norwalk
Stamford
Greenwich
Rye
Yonkers
New Rochelle
Mount Vernon
Bronx
Manhattan
Brooklyn
Staten Island
Jersey City
Hoboken
Newark
Montclair
Paterson
Passaic
Hackensack
Ridgewood
Paramus
Suffern
Monsey
Nyack
Tarrytown
Sleepy Hollow
Peekskill
Cold Spring
Beacon
Newburgh
Poughkeepsie
Hyde Park
Rhinebeck
Kingston
Catskill
Hudson
Albany
Troy
Schenectady
Amsterdam
Gloversville
Johnstown
Saratoga
Glens Falls
Lake George
Ticonderoga
Whitehall
Rutland
Bennington
Williamstown
North Adams
Pittsfield
Lenox
Great Barrington
Stockbridge
Lee
Chester
Huntington
Westfield
Springfield
Holyoke
Northampton
Amherst
Greenfield
Deerfield
Shelburne Falls
Brattleboro
Bellows Falls
Keene
Nashua
Manchester
Concord
Portsmouth
Dover
Exeter
Hampton
Salisbury
Newburyport
Gloucester
Rockport
Ipswich
Lawrence
Haverhill
Andover
Lowell
Fitchburg
Leominster
Gardner
Athol
Orange
Millers Falls
Turners Falls
Greenfield
Shelburne Falls
Williamstown
Bennington
Manchester
Rutland
Burlington
Montpelier
Barre
Woodstock
White River Junction
Hanover
Lebanon
Claremont
Newport
Keene
Peterborough
Nashua
Merrimack
Hudson
Salem
Lynn
Revere Beach
Boston
Cambridge
Somerville
Medford
Malden
Everett
Chelsea
Winthrop
Quincy
Braintree
Weymouth
Hingham
Cohasset
Nantasket
Scituate
Duxbury
Marshfield

The POST ROAD TOUR to BOSTON

Hotel Astor
Times Square, New York

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms 700 Baths

The Imperial
Narragansett Pier, R. I.

Golf — Garage

W. A. Nye

Gedney Farm Hotel
White Plains, N. Y.

Edward H. Crandall — Excellent Golf Course

The Crown
Providence, R. I.

Fred Mansfield, Proprietor — Fairness, courtesy, good service

The Stratfield
Bridgeport, Conn.

F. A. Cantwell, Manager

Hotel Somerset
Commonwealth Avenue
Boston, Mass.

Frank C. Hall, Manager

Hotel Taft
New Haven, Conn.

Open all year

The New Bancroft
Worcester, Mass.

Music, Dancing and Cabaret — Finest Roof Garden in New England

The Mohican
New London, Conn.

F. B. Walker, Manager

Hotel Bond — Bond Annex

Hartford's Newest and Most Complete Hotels

Harry S. Bond

The Griswold
Eastern Point
New London (Groton), Conn.

C. S. Krom, Manager

The Elton
Waterbury, Conn.

Almon C. Judd, Proprietor — In the scenic Naugatuck Valley

The Ocean House
Watch Hill, R. I.

Open early in June — Special attention to automobile parties

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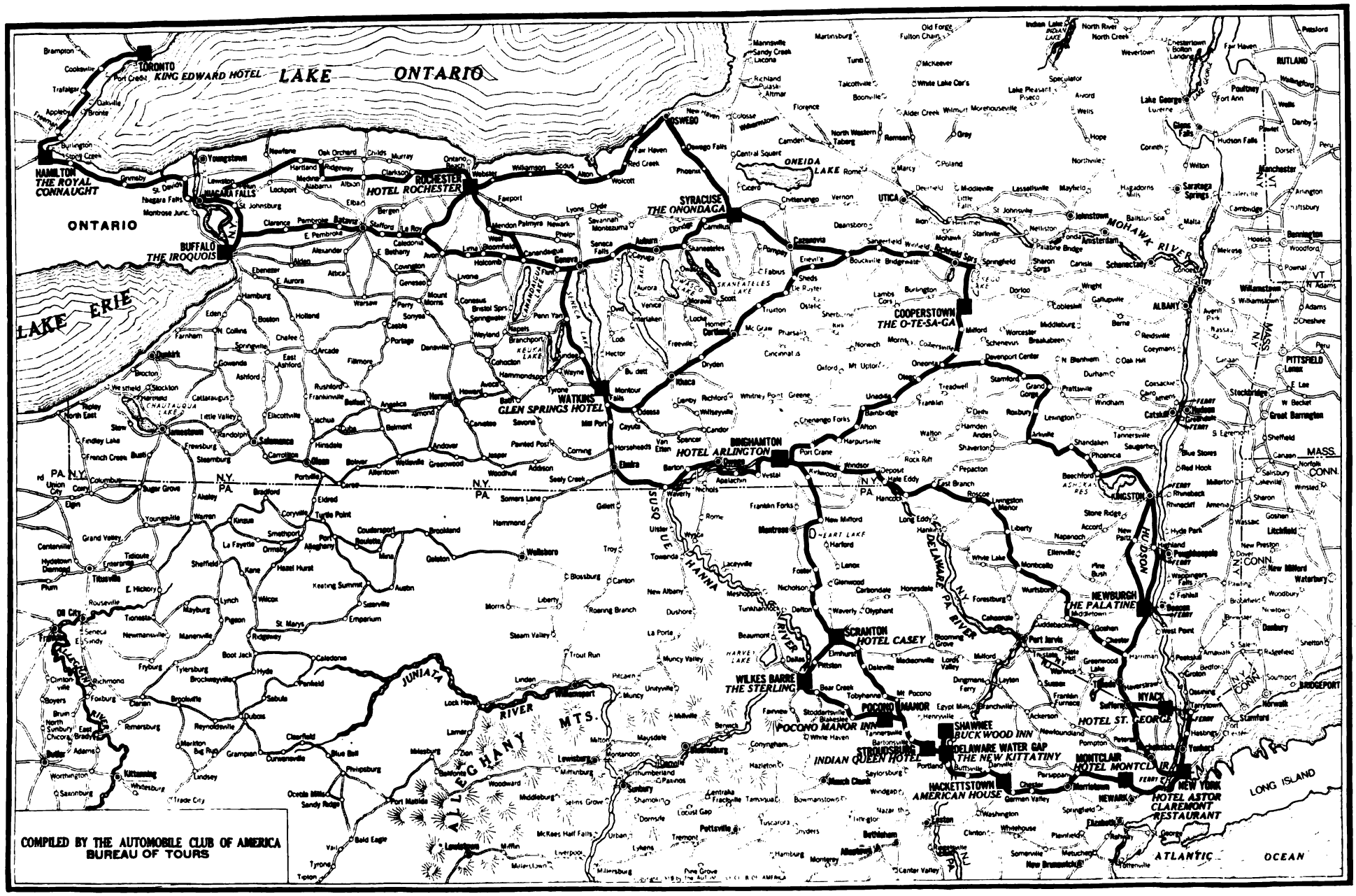
The SCENIC TOUR



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The SCENIC TOUR

Hotel Astor
Times Square, New York
Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Hotel Casey
"The Perfect Hotel"
400 Outside Rooms
350 with Bath
Starting Point for the proposed
Lackawanna Trail
Scranton, Pa.
Fireproof Garage in connection with Hotel
Hotel Casey Company
J. J. Schafer, Manager

Hotel Montclair
Montclair, New Jersey
Open the entire year
Frederick C. Hall Company
A la carte service in the English Grill

The Iroquois
Buffalo, N. Y.
H. M. Gerrans, President
E. C. Green, Manager

American House
Hackettstown, N. J.

The Royal Connaught
Hamilton, Ont.
George H. O'Neil, Resident Manager

The New Kittatinny
Delaware Water Gap, Pa.
John Purdy Cope

King Edward Hotel
Toronto, Ontario

Buckwood Inn
Shawnee on Delaware, Pa.
C. V. Murphy, Manager

The Onondaga
Syracuse, New York
Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager
500 Rooms

Indian Queen Hotel
Stroudsburg, Pa.

Hotel Rochester
Rochester, N. Y.
Milton Roblee, Manager
Fireproof Garage adjoining
accommodations for 200 cars

Pocono Manor Inn
Pocono Manor, Pa.
J. W. Hurley, Manager

The O-te-sa-ga
On Otsego Lake
Cooperstown, New York
C. B. Knott, Proprietor and Manager

The Sterling
Wilkes-Barre, Pa.
J. J. Lenahan, Manager

The Palatine
Newburgh, N. Y.
H. N. Bain & Co., Proprietors

Absolutely Fireproof
Fireproof Garage Adjoining

Arlington Hotel
Binghamton, N. Y.
235 Rooms
175 with Private Bath
Kennedy-Tierney Company
Edward M. Tierney, President

Hotel St. George
Nyack, New York

Glen Springs Hotel
Watkins, New York
William E. Leffingwell, President

Claremont
Riverside Drive, New York City
Management same as Longue Vue
Hastings-on-Hudson

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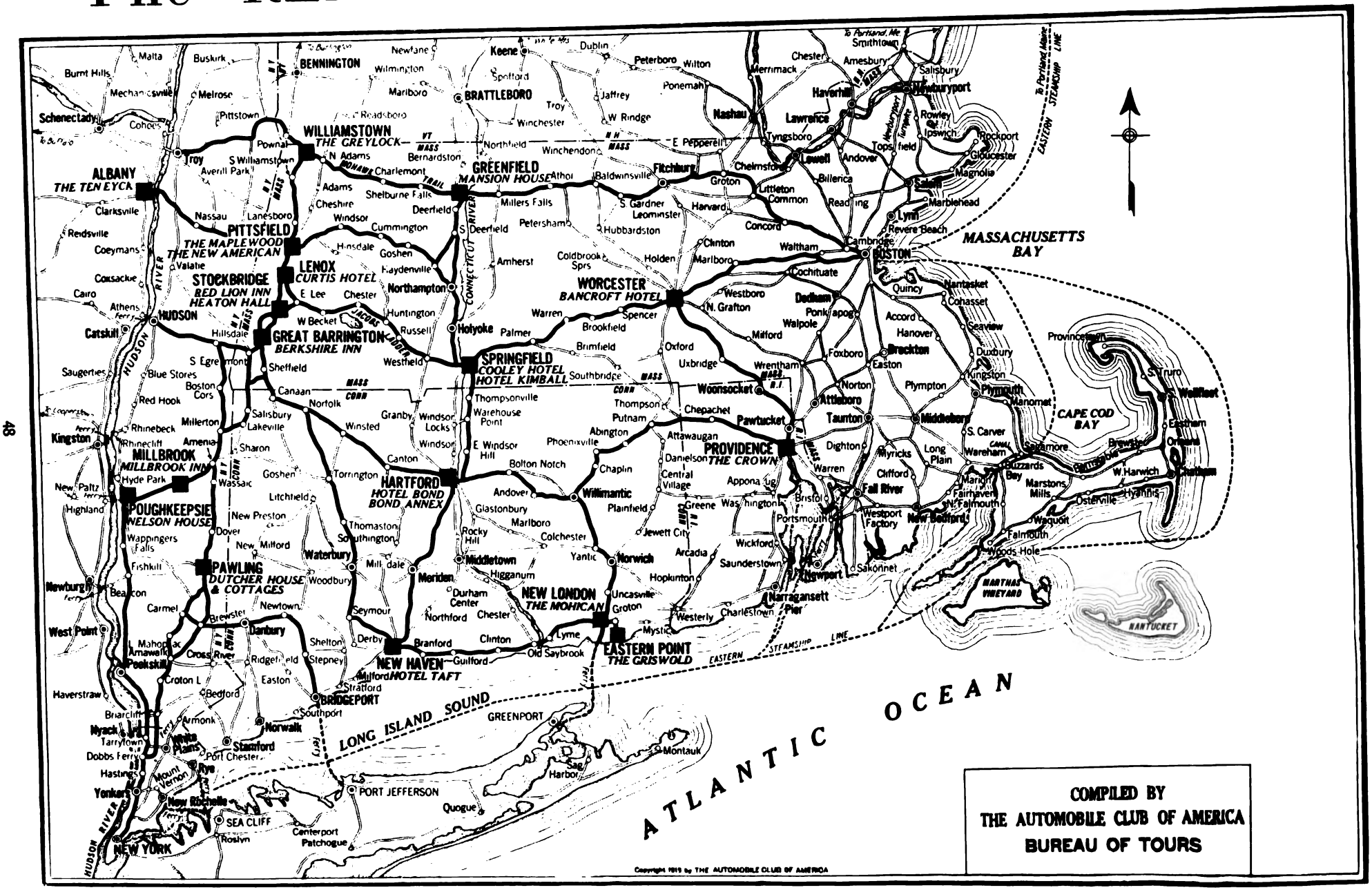
The REAL TOUR to the BERKSHIRES



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The REAL TOUR to the Berkshires

BOOKLET and MAP may be obtained free at The AUTOMOBILE CLUB of AMERICA or from any of these HOTELS

Dutcher House and Cottages
Pawling, N. Y.
Open all year
Leland W. Blankinship, Lessee — Telephone, 34 Pawling

The Greylock
Williamstown, Mass.
Henry N. Teague, Lessee

Nelson House
Poughkeepsie, N. Y.
Walter Averill, Proprietor — Open all year

Mansion House
Greenfield, Mass.
H. L. Wood, Proprietor — Open all year

Millbrook Inn
Millbrook, N. Y.
M. E. Saiffen, Proprietor — Open May 22

Cooley Hotel
Springfield, Mass.
Open all year

The Ten Eyck
Albany, N. Y.
A. H. Rennie, Manager — Open all year

Hotel Kimball
Springfield, Mass. — Open all year
George W. Sweeney, Managing Director
Fred. W. Peverly, Resident Manager

The Berkshire Inn
Great Barrington, Mass.
Caleb Ticknor & Son — Open May 25 to November 1

Hotel Bond Bond Annex
Hartford, Conn.
Harry S. Bond, Managing Director — Open all year

The Red Lion Inn
Stockbridge, Mass.
Allen T. Treadway, Proprietor — Open April 25

The Bancroft
Worcester, Mass.
Charles S. Averill, President and Managing Director — Open all year

Heaton Hall
Stockbridge, Mass.
Allen T. Treadway, Proprietor
W. C. Havill, Manager — Open June 16

Hotel Taft
New Haven, Conn.
Open all year

Curtis Hotel
Lenox, Mass.
Roswell M. Curtis, Manager — Open April 25

The Griswold
Eastern Point, New London, Conn.
C. S. Krom, Manager — Open June 14

The Maplewood
Pittsfield, Mass.
Arthur W. Plumb, Proprietor — Open May 28

Hotel Mohican
New London, Conn.
F. B. Walker, Manager — Open all year

New American House
Pittsfield, Mass.
Plumb & Clark, Proprietors — Open all year

The Crown
Providence, R. I.
Fred Mansfield, Proprietor — Open all year

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The CAPITOL TOUR

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The CAPITOL TOUR

NEW YORK
Hotel Astor
Wm. C. Muschenheim
The Plaza
Fred Sterry, Manager
The Biltmore
J. McE. Bowman

NEWARK
The Robert Treat
Chas. A. Carrigan

PHILADELPHIA
Hotel Adelphia
David B. Provan, Managing Director
The Bellevue-Stratford
Rittenhouse Hotel

WILMINGTON, Del.
Hotel DuPont
E. S. Taite, Director

BALTIMORE, Md.
Hotel Belvedere
J. F. Letton, Manager
The Stafford Hotel

WASHINGTON, D. C.
Congress Hall Hotel
Hotel Continental
A. W. Chaffee, Manager
Hotel Harrington
Hotel Powhatan
The New Ebbitt
Metropolitan Hotel
The Grafton
The New Willard
F. S. Hight, President
The Raleigh

FREDERICKSBURG, Va.
Princess Anne Hotel

RICHMOND, Va.
The Jefferson
O. F. Weisiger, Manager

FORTRESS MONROE, Va.
Hotel Chamberlin
George F. Adams, Manager

NORFOLK, Va.
The Monticello

LYNCHBURG, Va.
Hotel Carroll
The Virginian

WHITE SULPHUR SPRINGS, W. Va.
The Greenbrier
J. H. Slocum, Manager

HOT SPRINGS, Va.
The Homestead
C. S. Andersen

GROTTOES, Va.
The Grottoes of the Shenandoah

HARRISONBURG, Va.
The Kavanaugh

LURAY, Va.
Hotel Laurence

WINCHESTER, Va.
Hotel Evans

MARTINSBURG, W. Va.
Hotel Berkeley

HARPERS FERRY, W. Va.
Hilltop House

FREDERICK, Md.
New City Hotel

BEDFORD, Pa.
Bedford Springs Hotel

HAGERSTOWN, Md.
Hotel Hamilton

CHAMBERSBURG, Pa.
Hotel Washington

YORK, Pa.
Colonial Hotel

LANCASTER, Pa.
Stevens House

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Ferry Schedules for the Motorist

Manhattan—New Jersey

West Shore Railroad	West 42d Street to Weehawken	About every 15 minutes.
West Shore Railroad	Cortlandt Street to Weehawken	
Delaware, Lackawanna & Western Railroad	West 23d Street to Hoboken	About every 10 minutes.
Delaware, Lackawanna & Western Railroad	Barclay Street to Hoboken	
Delaware, Lackawanna & Western Railroad	Christopher Street to Hoboken	
Delaware, Lackawanna & Western Railroad	West 23d Street to 14th Street, Hoboken	
Pennsylvania Railroad	Cortlandt Street to Jersey City	About every 10 minutes.
Pennsylvania Railroad	Desbrosses Street to Jersey City	
Riverside & Fort Lee Ferry Co	West 130th Street to Edgewater, N. J.	About every 10 to 20 minutes.
Dyckman Street & Englewood Ferry Corp	Dyckman Street to Englewood, N. J.	March 29 to Dec. 8. Week days, from 6 A. M. to 11 P. M., every half hour. Sat., Sun. and Holidays, from 6 A. M. to 12 P. M., every 10 minutes.

Manhattan—Brooklyn and Long Island

Municipal Ferry	Battery to 39th Street, Brooklyn	About every 20 minutes.
Brooklyn & Manhattan Ferry Co	East 23d Street to Broadway, Brooklyn	About every 20 minutes.
Long Island Railroad	East 34th Street to Long Island City	About every 10 minutes.

Manhattan—Staten Island

Municipal Ferry	Battery to St. George	About every 15 minutes.

Staten Island—New Jersey

Staten Island Railway Co	Tottenville to Perth Amboy	About every half-hour, 5.10 A. M. to 2.17 A. M.
Port Richmond & Bergen Point Co	Pt. Richmond, S. I., to Bergen Point, N. J.	Every 10 minutes.
New Jersey & Staten Island Ferry Co	Howland Hook to Elizabethport	About every 20 minutes, from 5.20 A. M. to 12.10 A. M.
Cartaret Ferry Co., Inc	Linoleumville to Cartaret, N. J.	Daily, every 20 minutes, from 10 A. M. to 7 P. M., June 14 to Sept. 15.

Staten Island—Brooklyn

Brooklyn & Richmond Ferry Co	69th Street, Bay Ridge, to St. George, S. I.	From Brooklyn on a half-hour schedule from 6 A. M. to 7:30 P. M. From St. George on a half-hour schedule from 6 A. M. to 7:30 P. M.

Schedules concluded on following page

To make the Looks outlast the Car use plain water, a sponge and

MOBO AUTO CLEANSER

A Pure Linseed Oil Soap

Write for Free Booklet, "How to Keep an Automobile Clean and Bright"

JOHN T. STANLEY CO., Inc.

628½ to 652 WEST 30th STREET NEW YORK CITY

Carload Service **JUDSON** LOW RATES

FREIGHT FORWARDING COMPANY

Automobiles shipped to and from principal western points

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Philadelphia, 272 Drexel Building. Detroit, - 527 Ford Building Los Angeles, 518 Central Building

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Ferry Schedules for the Motorist

Continued from preceding page

Long Island Sound Ferries

Marine Operating Co.*	RYE, N. Y., to SEA CLIFF, L. I.	April 28th to November 1st. Odd hours from Sea Cliff, 9 A. M. to 7 P. M. Even hours from Rye, 10 A. M. to 8 P. M.
Marine Operating Co.*	NEW ROCHELLE to SEA CLIFF	May 25th to Oct. 27th. Odd hours from New Rochelle, 9 A. M. to 7 P. M. Even hours from Sea Cliff, 10 A. M. to 8 P. M.
Bridgeport & Port Jefferson Steamboat Co.	Bridgeport, Conn., to Port Jefferson, L. I.	Daily. Lv. Port Jefferson 9 A. M. Lv. Bridgeport 3 P. M
Montauk Steamboat Co. (U. S. Railroad Administration)	New London to Shelter Island and Greenport	Tues., Thurs. and Sat., Lv. Sag Harbor 7:30 A. M., Lv. Shelter Island 8:30 A. M., Lv. Greenport 8:40 A. M. Arr. New London 11 A. M. Lv. New London same day at 1:00 P. M. Arr. Greenport 3:20 P. M. Arr. Shelter Island 3:30 P. M., Arr. Sag Harbor 4:30 P. M.

New England Ferries

Hadlyme & Chester Ferry Co.	Hadlyme to Chester, Conn.	On signal. 7 A. M. to 7 P. M.
Jamestown & Newport Ferry Co.	Jamestown to Newport, R. I., via Jamestown Island	Boats leave hourly from 7 A. M. to 7 P. M.
Newport & Providence Railway Co.	Bristol to Bristol Ferry	May 1 to Oct. 1 daily, about every hour from 8 A. M. to 6.15 P. M.
Thames Ferry Co. (The City of New London Municipal Ferry)	New London to Groton	Every 20 minutes, 5 A. M. to midnight.

Hudson River Ferries

North River Ferry Co.	Tarrytown to Nyack	Every hour, 7 A. M. to 6.30 P. M. On the hour from Nyack, half hour from Tarrytown.
North River Steamboat Co.	Tarrytown to Nyack	Every hour, 7.30 A. M. to 6 P. M. On the hour from Tarrytown, half hour from Nyack.
Garrison & West Point Ferry Co.	Garrison and West Point	About every 45 minutes, 7.10 A. M. to 6.40 P. M.
NEWBURGH FERRY CO.	NEWBURGH to BEACON	About every 30 minutes, 6.18 A. M. to 11.20 P. M.
Poughkeepsie & Highland Ferry Co.	Poughkeepsie to Highland	Every half hour, 5.45 A. M. to 8.40 P. M.
Rondout-Sleightsburg Ferry Co.	Rondout to Sleightsburg	Every 5 minutes, 5.55 A. M. to 10.30 P. M.
Rhinebeck & Kingston Ferry Co.	Rhinecliff to Kingston	About every hour, 6.30 A. M. to 7.05 P. M.
Catskill Ferry Co.	Catskill to Greendale	About every hour. See N. Y. C. time table.
Hudson & Athens Ferry Co.	Hudson to Athens	About every 30 minutes, 6.15 A. M. to 7 P. M.
Coxsackie Ferry Co.	Coxsackie to Newton Hook	About every hour, 7.45 A. M. to 6.40 P. M.

Lake Champlain

CHAMPLAIN TRANSPORTATION CO. (The U. S. S. R. R. Administration)	LAKE CHAMPLAIN	Leave Burlington for Port Kent and Plattsburg about 9.30 A. M. daily, except Sunday and about 5 P. M., Monday, Friday and Saturday. Leave Plattsburg 3 P. M., Port Kent 3.50 P. M. for Burlington daily, except Sunday. Leave Plattsburg 7:15 A. M., Port Kent 8 A. M. Thursday, and Friday only for Burlington.

Lake George

LAKE GEORGE STEAMBOAT CO. (The U. S. S. R. R. Administration)	LAKE GEORGE	Leave Baldwin 7.30 A. M., arrive Lake George 10.45 A. M. making all intermediate stops. Leave Lake George 4.10 P. M., arrive Baldwin 7 P. M. making all intermediate stops.

Miscellaneous

The Chazy Landing Auto Ferry	Chazy, N. Y., to Isle La Motte, Vt.	On signal. April 15th to Nov. 25th.
Wilmington & Penns Grove, N. J., Ferry	Wilmington, Del., to Penns Grove, N. J.	About every hour on the hour, from 6.30 A. M. to midnight.
Tolchester Steamboat Co.	Tolchester Beach to Baltimore, Md.	Daily service leaving Baltimore at 9 A. M. and 2 P. M. and leaving Tolchester at 10.45 A. M. and 4 P. M., except on Wednesday, Thursday, Saturday and Sunday when the hour is 7 P. M. instead of 4 P. M.

* These ferries not running when this number of MOTOR TRAVEL went to press.

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Through this same department you can get any kind of insurance in any amount on jewelry, household goods, house, garage, accident, compensation, health, etc., etc.

With the policies obtained through this department you get the most perfect personal service that has ever been developed in connection with insurance—an organization of nearly one hundred persons whose entire time is devoted to insurance matters. There is no charge for this service.

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For Sale and Exchange

Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

205-M—To close an estate, a touring landaulet Mercedes, Model 1912, 50 H. P., color, dark blue, in good order. Has been used by private family. Apply to Secretary of the Club for further information.

209-T—Detachable top for an eight-cylinder Cadillac car. In excellent repair.

212-SK—1916 eight-cylinder Stearns-Knight Sedan.

219-C—Chandler touring car, 1918. In good repair.

220-P.A.—1916 Pierce-Arrow landaulet, Fleetwood, collapsible. Driven only 1,000 miles since overhauling. Westinghouse air springs, new cord tires.

222-S—A late model Stearns touring car in good repair. Low mileage and lower price.

228-R—Renault town car, 1913, six-cylinder, self-starting.

232-L.—Locomobile Limousine; 35 H. P., six-cylinders; perfect condition. Price, $3,000.

233-S.D.—Stevens-Duryea, Model DD, 7-passenger Berline limousine car, fitted with Westinghouse air springs and to include touring body. In good running condition. Can be seen upon arrangement at office. Price, $2,500.

236-D—1914 six-cylinder, 35 H. P. Daimler; perfect condition; open, cabriolet, landaulet type of body, made by King & King, Hammersmith.

240-C—A $750 credit on the purchase of a new Chandler car can be had for $700.

241-R—Six-passenger 35/45 Renault cabriolet, open or closed, as desired. Practically like new. Palmer cord tires, also two extra, all in good condition. Car now on dead storage in London.

242-M—1918 Maxwell, Berline body, 25 H. P., used only three months; in first-class condition. One spare shoe and tube. Price, $1,100. Sold on account of illness of owner. Can be viewed at Hotchkiss Garage, 20 West 60th Street, New York City.

243-S—1917 Studebaker three-passenger coupe, run less than 10,000 miles. In excellent repair throughout.

245-SK—1917 Stearns-Knight. A smart-looking car; fixed Victoria top; five seats; front seats fold out of sight, covered by rolling shutters. Ready for service.

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

247-F—1917 Ford landaulet, just overhauled; special upholstery, etc.

248-H—1916 Hudson Super Six landaulet. Easiest car on the road. Good repair.

249-H—1916 Hudson Super Six sedan; new slip covers; newly painted. Good mechanical condition.

250-R—1912 Renault, shaft driven, 30 H. P. runabout car. Has not been driven over a thousand miles. Also a four or five passenger touring body, now on the car.

251-M—45 H. P. Mercedes limousine, chain driven, 1909 model. Mahogany interior, built by Rothchilds, of Paris. The car is fast.

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Circle 3000

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NEWBURGH-BEACON FERRY

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A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Vol. XI July, 1919 No. 4

CONTENTS

A LAKE IN THE ADIRONDACKS—From a Photograph . . . . . Front Cover

THE MOTORIST'S COLORADO 9
Florence M. Pettee

A GROUP OF SHORT RUNS FOR YOUR SELECTION 13

THE SHIPMENT OF TOURING CARS TO GREAT BRITAIN 14
E. H. Wakefield

THE NATIONAL RIFLE MATCHES AT NAVY RANGE, CALDWELL, N. J. 16

SIGHT-SEEING IN PALISADES INTERSTATE PARK 17
George W. Perkins

ROUTES ACROSS THE CONTINENT 20

OFFICIAL NOTICES 23

BUREAU OF TOURS NOTICES 24

THE HISTORIC PHILADELPHIA-PITTSBURGH ROUTE—PART XXV 25
Robert Bruce

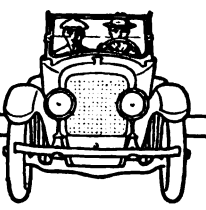
ROAD CONDITIONS IN CONNECTICUT 29

HIGHWAY MEASURES BEFORE CONGRESS 30

THE ASSOCIATED TOURS 31

FERRY SCHEDULES FOR THE MOTORIST 52-53

MEMBERS' CARS FOR SALE AND EXCHANGE 55



MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

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Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR
Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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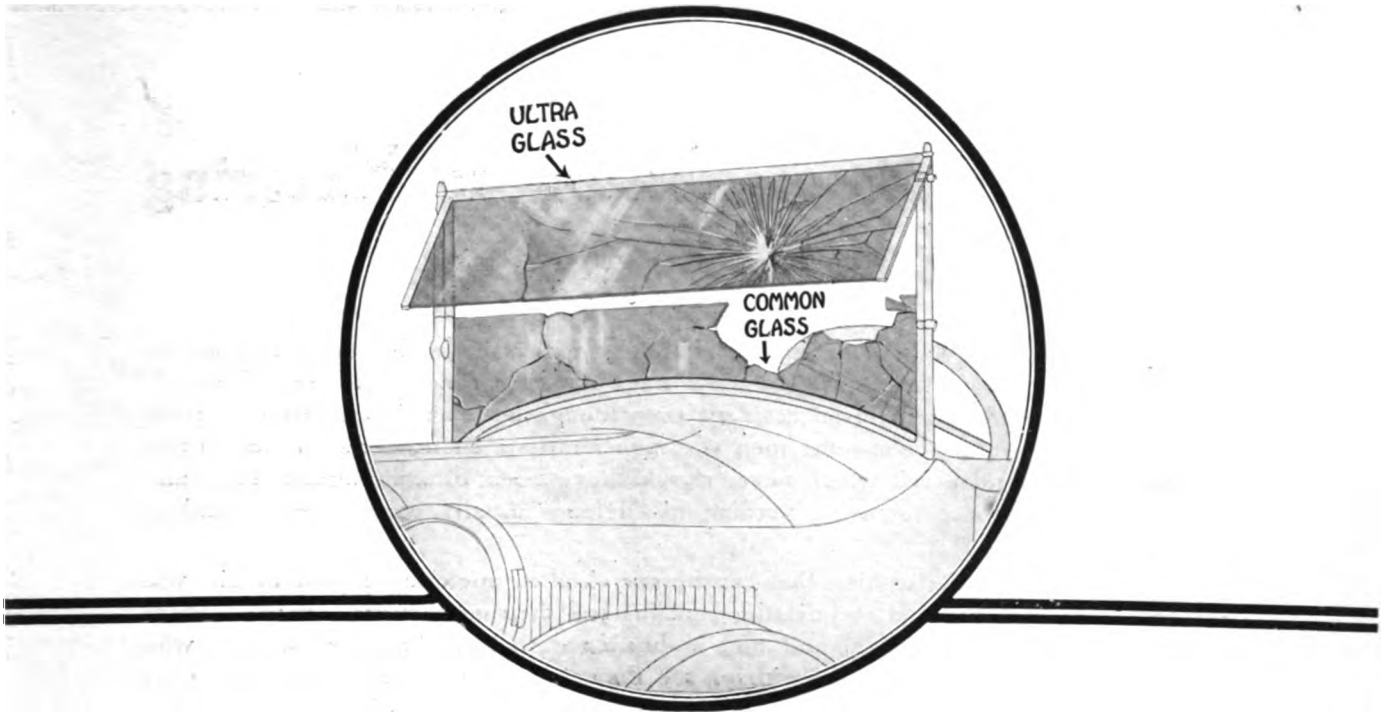

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Insurance Now a Factor in Motoring

A Modern Development

IT is doubtful if the average man realizes the responsibility he assumes when he operates an automobile. He not only must avoid causing an accident but also avoid being concerned in an accident even though he is not in any sense at fault. The habitually careful driver—the man who never takes a chance—may be and often is obliged to defend a suit which never should have been brought against him, and whether or not he has to pay a verdict, his defense usually costs several hundred dollars.

All the care and caution that can be exercised in operating an automobile will not protect against justified or unjustified claims and their consequent lawsuits. There is but one form of protection, and that is Insurance; and the man or woman who operates a car in city or country without the financial and legal protection that goes with an insurance policy, is inviting disaster—and the invitation will, sooner or later, be accepted.

One of the interesting developments in connection with Automobile Insurance is the modern method of obtaining it, which was devised and perfected by a New York firm of insurance brokers; in fact, the oldest insurance brokerage house in the world and probably the best known. This firm transacts its business and arranges motor car insurance by mail for people of affairs who have neither time nor inclination to listen to insurance solicitors. A request sent by mail or 'phone brings its immediate response in the form of a short printed blank explaining the several forms of insurance, cost, and all necessary facts, together with a quotation applying to the car or cars owned by the interested person.

In the past, a policy was taken out only after the car owner had been personally interviewed, solicited, annoyed almost to distraction by a persistent pest, who, with well-practiced jaw, wore down the resistance of his victim until the application was signed, which ofttimes was done as a means of terminating an otherwise interminable campaign. This method is still in vogue with many insurance houses who fail to realize the importance of conserving a business man's time.

The "Rathbone method," as it is known, is the modern development which puts the whole insurance story in concise, but complete form, before the car owner for consideration at his or her leisure, and no representative of the firm will call unless specifically requested; it is much preferred that interviews shall be held in the firm's office, where the facilities and records of the large organization are instantly available.

R. C. Rathbone & Son are, and for ten years have been, the insurance representatives of The Automobile Club of America, looking after insurance matters of the Club and its individual members. They have been in business sixty-five years, and thousands of other clients possessing cars of every power and price have their insurance affairs handled by Rathbone executives familiar with each branch of insurance.

When interested in Motor Car Insurance, the easiest and simplest method of obtaining the best and cheapest is to write R. C. Rathbone & Son, Inc., 80 Maiden Lane, New York, or 'phone John-4290, and have placed at your disposal, a written statement showing all the kinds of Motor Insurance to cover your car, and the cost of each, for consideration and acceptance at your convenience.

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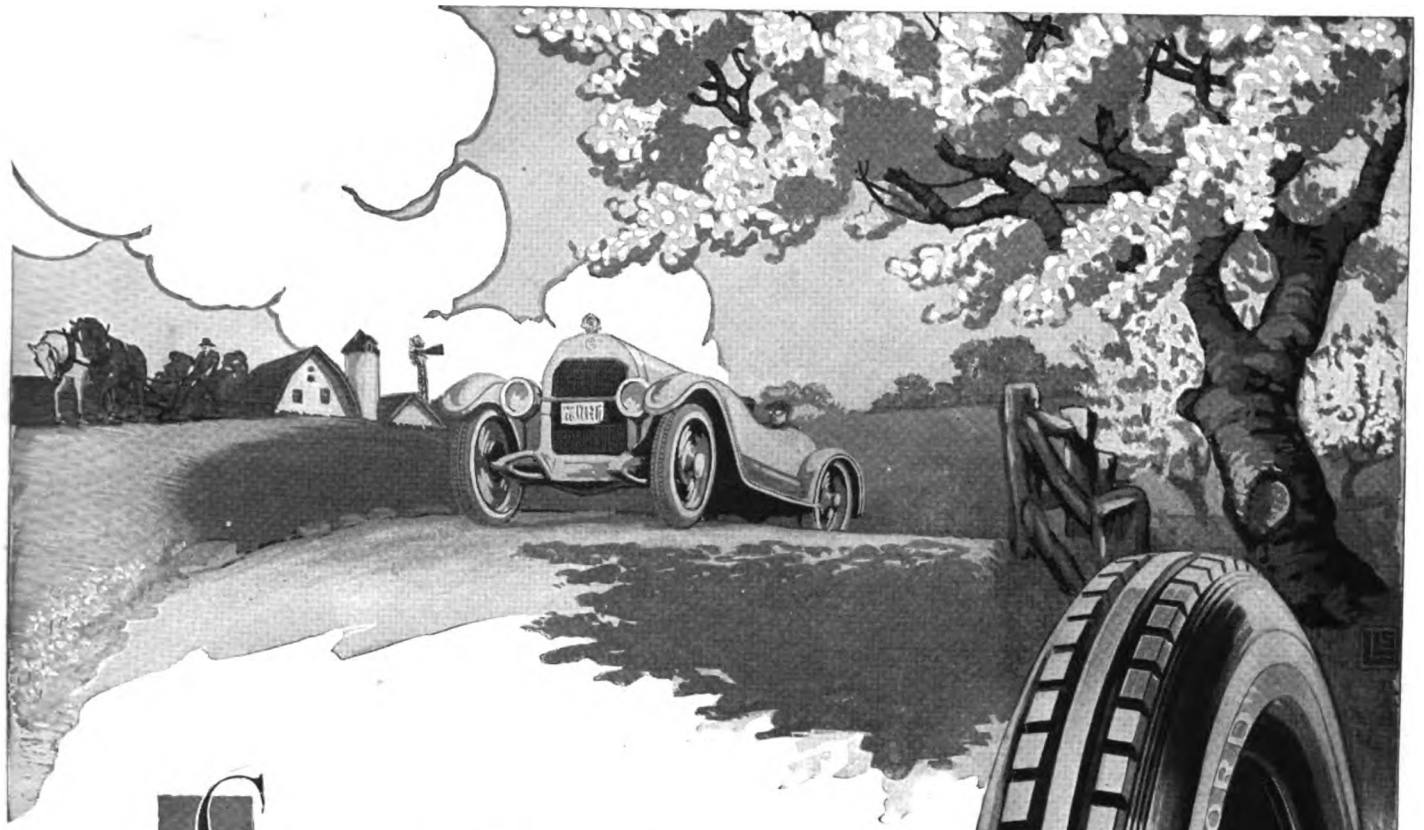

SUMMER days mean more of the great outdoors and recreation.

Pride yourself on running your car efficiently, quietly, and economically.

Remember that, first in importance is your power plant, then tires — good tires.

United States Tires are Good Tires

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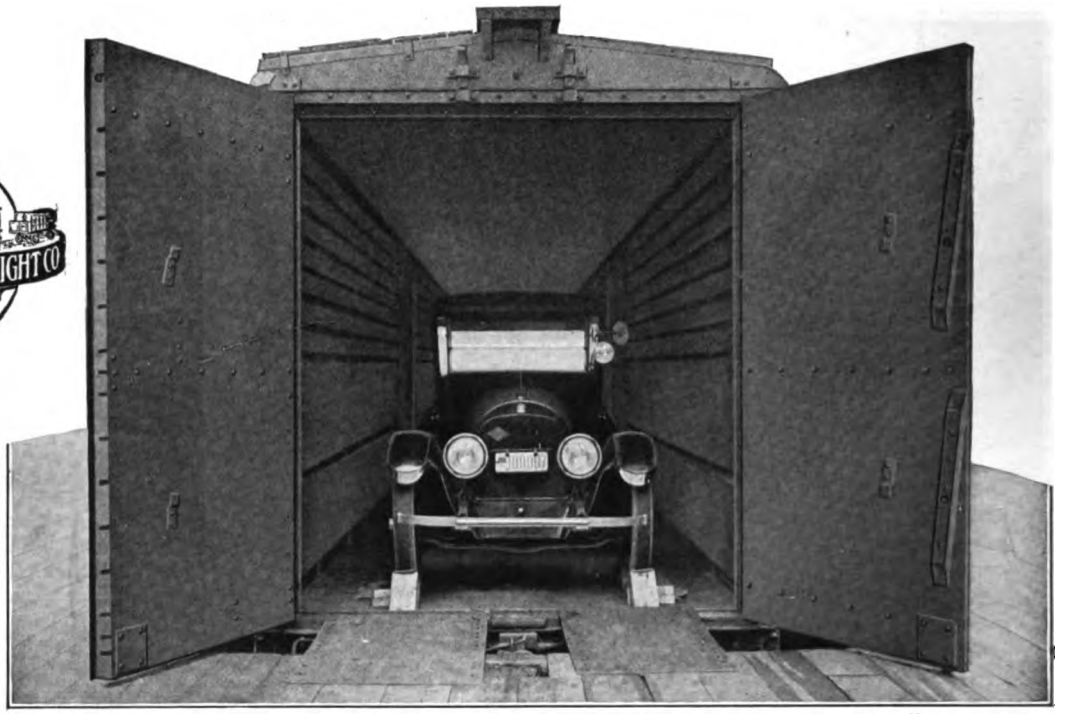

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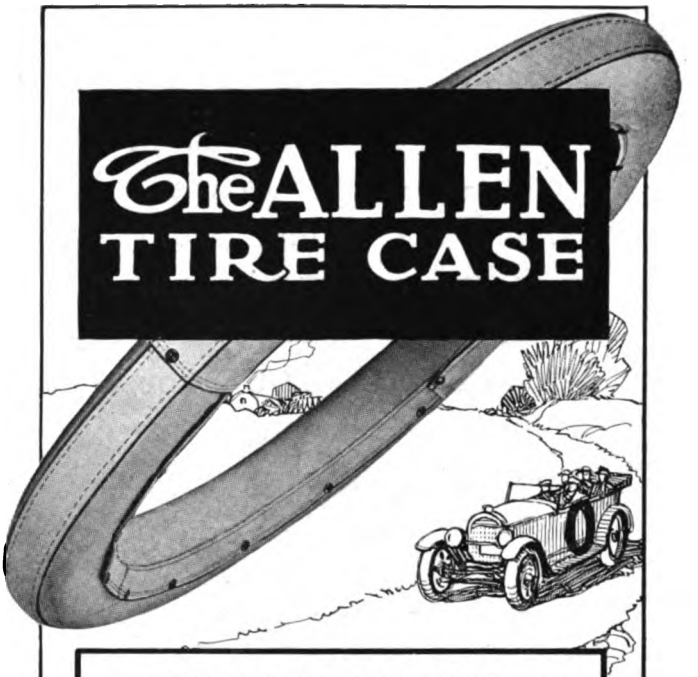

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TO the man in the street an automobile tire is mostly hole—inside and out. He doesn't know much about how it is made. But you can take tne estimate placed upon Kelly-Springfield Cords by thousands of the most experienced motorists as a correct measure of their value.

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MOTOR TRAVEL

The Motorist's Colorado

Florence M. Pettee

DENVER, the Queen of the Plains, holds a position comparable to the hollow of a many-fingered hand, each finger of which represents one of a hundred tours awaiting the motorist. Undoubtedly, its primal attraction is its direct accessibility to the Rocky Mountains, and the countless beauty-spots where Nature may be read like an open book.

The Pikes Peak region is a next-door neighbor to Denver, and Colorado Springs is ideally located for the enjoyment of the motorist, eager for a comprehensive quota of superlative mountain attractions. This region is said to contain the most varied and most stupendous scenery of any district of equal area on the American continent. It is also, on account of its superior mountain roads, remarkably accessible. It abounds in startling head-liners, so weird, so tremendous and so titanic that there are dozens of short and long tours offered. It is a place which can not be seen cursorily. Moreover, it is to America what Switzerland is to Europe, and it is a real show spot.

Your feeling is at first one of confusion, lest you overlook some one of the many wonders afforded you. If you are of a thoughtful turn of mind, you will run down the at-hand things first, such as North and South Cheyenne Canyons and the beautiful Stratton Park; you will inspect the stupendous red limestone formations of the Garden of the Gods, combining this with a trip to Glen Eyrie, a veritable castle, formerly the home of General Palmer; you will continue over the sightly Temple Drive through Williams Canyon up to the Cave of the Winds, and back down the brink of Agate Mountain, where the fine automobile road doubles over itself on eight levels; you will marvel at the Crystal Park Road, taking you a mile and a half high, a certain stretch of which covers thirty

THROUGH WILLIAMS CANYON

acres in the course of one mile, all so intertwined that the road resembles a tangled ribbon; and you will browse further into Indian Manitou, the place of the healing springs. If you will not be able to visit the original haunts of the pre-historic cliff-dwellers, it will certainly be worth your while to view the excellent reconstruction from typical material transported from the Mesa Verde itself, in connection with the various exhibits that visualize the conditions of primitive life.

Of course, as a seasoned motorist, you wish to climb the World's Highest Highway, which hits the clouds at over 14,000 feet on Pikes Peak. This engineering feat, recently completed, encircles numerous lesser peaks in a steady ascent of eighteen miles. And yet the maximum grade is but twelve per cent, while the average holds at about six. The rising ascent pours out an ever-increasing panorama, the magnitude of which reaches its zenith at 10,000 feet, where the timber-line fades out. This Pikes Peak tour is scenic because of the abrupt elevation made by the peak from an expansive plateau, thereby giving unusual eminence by over-topping all the surrounding country. Its natural location is particularly and peculiarly adapted for overlooking vast vistas. The road was constructed at such a tremendous cost that a toll is exacted, but the motorist who succeeds in reaching the top is given a life-membership in the Pikes Peak Automobile Club.

Having achieved this eminence, the ambitious motorist not infrequently plans an extended journey to the Pacific Coast. Should you, however, wish to concentrate all your energies in this Colorado Playground, you will find a remarkable substitute for crossing the Continental Divide with all its diversity of scenery by taking the following loop trip, embracing the wildest, most colossal vistas in the heart of the Rockies.

Starting out from Colorado Springs

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this route winds through storied, historic Ute Pass, whose trail was first blazed by the moccasined feet of the Indians. It was through this narrow pass that the fevered tide of gold-seekers swept on to Leadville in those ex-

ENGINEER'S LARIAT, THE WONDERFUL ROAD TO DENVER'S MOUNTAIN PARKS

citing times of gold discovery. Today this rough trail of the Indians is a remarkable tribute to convict-labor and forms a section of the Pikes Peak Ocean-to-Ocean Highway. At Cascade you recognize the beginning of the World's Highest Highway, and you creep on amid an ever-lavish, bountiful panorama. Divide offers a detour to Cripple Creek, and of course you would want to include in your itinerary the most famous gold-mine district in America, in six square miles of this section, which prior to '90 was a cow-pasture. It is amazing that this jaunt to the nation's treasury should overlook riches above the ground as well as beneath. Victor, Anaconda, Trilby, and other mines of fabulous wealth rear giant piles of slag beside those earth-hatches into which shafts have been driven. The villages are flanked with temporary-looking shacks, as though the inhabitants would soon depart, laden with gold to some other wished-for scene. Cripple Creek and its out-lying districts are excellent examples of the way the West comes to life almost overnight.

Continuing the run from Divide to Florissant, the hoary peaks of the Sangre de Cristo range appear like frosted crenelations as a fitting introduction to increasingly frequent glimpses of the great Continental Divide. Florissant is really a fascinating place to stop a bit and delve into the mysteries of the petrified flower-beds, where the strange preservation of many flora may be excavated in the shale when the strata are split apart. Here, too, are the largest of petrified stumps, some of whose agate trunks show diameters of seventeen feet. The work of the beaver appears in the remarkable dams on many a forest-stream, and the wild-flowers here rival in the diversity of their species those of the world-famed Matterhorn. Already this trip discounts that bromide, "We have no scenery in America!"

An excellent example of the utter prodigality of Mother Nature is evidenced in a startling sea-like plateau which breaks out into a vast expanse some ten miles in extent after reaching the top of Pulver Divide. This is reminiscent of the plains of Kansas and seems like a still further tribute to a country which has omitted nothing.

ENTRANCE TO THE GARDEN OF THE GODS

Buena Vista, fittingly called "beautiful view," nestles at the foot of the Collegiate range, almost in the heart of Colorado. This marching mountain, made up of a succession of three peaks, Princeton, Harvard, and Yale, is one of the most beautiful ones in a wholly beautiful state, showing each peak more lofty than that discovered by Lieut. Pike. The once amazing statement that within Colorado alone there are over thirty-seven peaks over 14,000 feet high, as compared with the eight of Switzerland, begins to assume actuality. Buena Vista is the gateway to several unique runs, and no wonder it is visited by thousands annually. Eight miles to the southwest glints Ruby Mountain where garnets may be gathered for the searching. And Crater Mountain, suggesting Meteor Mountain in Arizona, is easily accessible in the North Cottonwood district. Here lies mirror-like Cottonwood Lake, a mountain-locked sheet of crystal water, offering excellent trout-fishing and boating at the surprising altitude of 10,000 feet.

If you wish to add to your globe-trotting experiences a trip to the top of the Continental Divide, there is an excellent road swerving through a distance of only twenty miles, replete in romantic wonders, such as you have pictured in your wildest fancy. This Buena Vista district is comparable with the scenery spread out in Denver's Mountain Parks. On to Salida the continuous gorgeousness persists. Salida is charmingly located in a fertile mountain valley, rimmed by lofty mountains whose peaks, higher than Pikes, don their snowcaps throughout most of the year. Salida is not only located in the heart of scenic country, but it offers plentiful fishing in Poncha Creek, North Fork, and South Arkansas as well as all kinds of game in the fastnesses of its rugged mountains.

Small wonder the way bears the name Rainbow Route from now on to Cañon City, for it offers hues of the greatest magnitude as well as a continuous succession of gorge and abysmal canyon, reaching their zenith in Cañon City. This famous Colorado city holds unusual attractions for the

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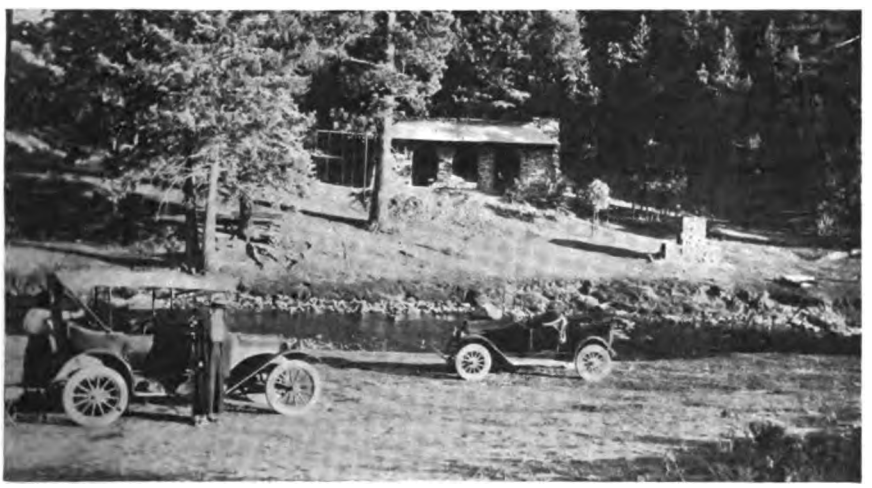
motorist. While Royal Gorge proper must be seen from a Pullman observation seat, yet the Tunnel Drive will pilot you to a vehicular peek into the great cleft. The recently completed drive to the summit will enable you to peer down into the abysmal depths at the Arizona River half a mile below. The elevated Skyline Drive on the sheer top of a precipitous mountain spreads out the surrounding country in aërial perspective. This sky-scraping tour glimpses the luxuriant nursery town on the one side and the crimson hills of Royal Gorge Park on the other. The excellent twenty-foot roadway is the first result from the utilization of convict labor, and is so well planned that even the fifteen per cent grades are mere bagatelles.

The road from Cañon City back to Colorado Springs is again super-excellent. It winds through canyons and overhangs yawning chasms, with a few ambitious ranches dotting the way picturesquely. The completion of this loop trip will give the motorist as wide a diversity as any to be found in the shadow of the mighty Rockies.

No visit to the vicinity of Denver is complete without spending at least a day in the wonderful Mountain Parks, situated fifteen to twenty miles beyond the city limits, and connected by a system of mountain boulevards. These comprise nearly a hundred miles already, and have additional roads in preparation at a cost of $20,000 per mile. One remarkably convoluted section is fittingly named Engineer's Lariat, and nearby a thatched shelter-house gives just the proper rustic touch.



IN DENVER'S INIMITABLE MOUNTAIN PARK. BEAR CREEK IN THE FOREGROUND

Wildcat Point, on the summit of Lookout Mountain commanding an extensive panorama, is Buffalo Bill's last resting-place. Magnificent estates of Denver's millionaires revel in the splendor of their adjoining locations. Everything in the park system has been preserved in its sylvan wildness, and the whole way is beautified by the ever-present, snow-capped peaks of the Rocky Mountains. Perky evergreens besprinkle Genesee and Bergen Parks and many rustic, permanent camping-sites dot the way. Genial Bear Creek rushes merrily along for many a mile, beguiling the fisherman to seek the speckled beauties in which it abounds. Motors edge its banks throughout the fishing season. The Park of the Red Rocks near the Evergreen entrance is a weird miniature Garden of the Gods. There is not one foot of ordinary scenery throughout these Mountain Parks. They are unrivaled.

Within fifty miles of Denver are countless lakes, gorges, cliffs and peaks which vie with each other in inviting your exploration. Trout-fishing in the Platte Canyon provides a popular diversion while a well-known run is to Eldorado Hot Springs, a typical Swiss village. Glenwood Springs is naturally the Mecca of many motorists, yet other famous resorts may be visited between Denver and the recently created Rocky Mountain National Park, for, of course, you wouldn't dream of returning East without paying a visit to this American playground.

This National Park, most worthy of your homage, was set apart in 1915 as a National Monument, and includes most of the previously well-known Estes Park. Consequently, the two names by which the playground is known have become carelessly synonymous. The original Estes Park, however, forms but a small part of the present National Park, which comprises nearly 400 square miles, including twenty-four miles of the Continental Divide with thirty-eight peaks over 11,000 feet in height. Of these Longs Peak is the loftiest, and is about as far north of Denver as is its brother, Pikes Peak, to the south. In fact, the ready accessibility of this new vacation-ground has been plainly evidenced by its phenomenal popularity, recording last season a greater number of visitors than any other National Park.

HALF WAY UP PIKES PEAK ON THE WORLD'S HIGHEST ROADWAY

One of the most scenic routes to follow from Denver is by way of Longmont and Loveland, thence through the marvelous Big Thompson Canyon, the colossus of all mountain gashes. This is a classic in canyon highways—equalled by none. Another means of approach is by way of the Switzerland Trail automobile route, entering from the south. This road is unique, because it is a cross-mountain route, running parallel to the Continental Divide, about six miles away. It affords throughout stupendous views of the great Snowy Range, pricking out in high relief the renowned peaks. One world-wide famous view is that to be seen from Buchanan Pass, overlooking Peaceful Valley, where the road forms an almost complete circle several hundred feet above the river. The Switzerland Trail is indeed

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the Skyline Drive of the North.

Estes Park village has become the summer rendezvous of many thousands of tourists by virtue of its convenience in location, just on the outskirts of the great reservation. Here accommodations fit all purses, from medium-priced provision stores for the camper to excellent hotels. There are no mosquitos here, no snakes. It is a paradise for wild life, with a hundred birds, including the golden eagle, the solitaire, that marvelous singer, and the very rare ptarmigan. There are a thousand different species of wild-flowers, from the riotous columbine, the State flower, to the buttercups. These latter even peek out from melting snow-drifts in the higher altitudes above the timberline, which is here several thousand feet higher than in Switzerland. This region has always been the natural habitat of Rocky Mountain sheep, bear, deer and elk. With the establishment of the area as a national reservation, these first settlers have been preserved in their pristine wildness. Big Thompson River and Fall River are noted examples of the abiding-place of Rainbow trout, the local fish-hatchery annually supplying the streams with two million trout.

You will find over 150 miles of wind-swept roadways, constantly being extended. In the heart of primeval nature appears a seven-mile boulevard, fifty feet in width, bisecting the park, from which radiate splendid trails in every direction. A favorite way to explore the playground is to make a series of one-day tours on each of the various roads, motoring as far as possible, and then parking the car to explore afoot all of the myriad attractions reserved for just such vacationing. Innumerable short trails lead to Gem Lake, Devil's Gulch, Triangle Mountain, and other alluring haunts. When completed, the Fall River Road will become the most wonderful motor road in the world. Even now you can motor to perpetual snow, from which peek out brilliant shadows cast by the stupendous peaks. It carries you through the most perfect examples of glacier erosion on the continent, and is now being extended over the Continental Divide into the Grand Lake region on the west side.

As a tribute to your prowess, you may want to climb Long's Peak, the vacation "stunt" of every ambitious tourist. For years this lofty sentinel was deemed unclimbable. Now it has been accomplished through a rock opening called the Keyhole. Long's Peak, however, is the seventh most difficult peak in the world to scale, and it requires a competent guide and a stout heart to attain its lofty eminence. An average of 500 people yearly make the climb, which, however, is a small ratio compared to the hundreds of thousands who visit the park.

After a vacation within the shadow of the giant Rockies, you will agree that the heart of Colorado is decidedly one of the real show spots of the continent. The whole district is made accessible with fine roads ideally located for the motorist. Here is the greatest array of mountain attractions; surpassing those of Switzerland in the opinion of many travelers. Excellent hotels are to be found within a stone's throw of any of the tours scheduled. And the great diversity of the touring country included in this comparatively small area certainly makes it the place of a hundred tours.

IN THE GARDEN OF THE GODS

A Valuable Booklet for Automobile Owners

COPIES of the 1919 Edition of "The Motor Vehicle Law" have just been received from the office of the Secretary of State.

This excellent manual, prepared under the supervision of Secretary of State Francis M. Hugo, contains a wealth of data useful to the motorist. It includes the laws of the various States regarding the touring privileges of cars registered in other States, the headlight dimmers and control devices approved for use in New York State, the schedule of fees charged for the registration of cars, motor cycles, trucks, trailers, chauffeurs, etc., and the penalties for violating sections of the automobile law.

"Safety dont's for Motorists" we quote in full from the booklet:

Don't forget to slow down at street or road intersections. It may save a human life.

Don't forget to look to the right and left before passing a railroad crossing.

Don't forget, when signaled by a vehicle in your rear, to turn slightly to the right and allow such vehicle to pass you on your left.

Don't forget the pedestrians. They, too, have rights on the streets and highways.

Don't forget that every motor vehicle must be registered in the name of the owner, effective February 1st of each year.

Don't forget to use extra precautions when you see a child crossing a highway.

Don't forget that in case of accident, you must stop immediately and give your name, address and license number to the injured party or a police officer. If no police officer is in the vicinity of the place of injury or accident, report the same to the nearest police station or judicial officer.

Don't forget that all motor vehicles must be equipped with adequate brakes in good working order and adequate horns or other signalling devices.

Don't forget that your lights must be lit within half an hour after sunset.

Don't forget that Safety First for yourself and others saves life and limb, and often your temper.

Remember the A. B. C.'s of motoring—Always be Careful.

Mr. Hugo is to be commended for the campaign he has been waging for care in the use of the highways. His slogan "Don't take chances" should be part of the creed of every intelligent motorist.

Members may receive copies of the Booklet without charge from the Bureau of Tours of the Club.

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A Group of Short Runs for Your Selection

MANY motorists find the shorter tours of a day or half a day most enjoyable at this season of the year. The following are offered as suggestions for trips of this character. One or two of a length suitable for the week end are also included.

The highways have been investigated within recent weeks by the Club's Roadman and found excellent in most cases. Luncheon and over night accommodations are available and the scenic features along these routes help to make them attractive.

I. One Hundred Miles to West Point, Using Both Sides of the Hudson River

Run north on Broadway through Yonkers—Hastings—Dobbs Ferry—Tarrytown — Ossining — Croton and Peekskill to Garrison, where a ferry is crossed to West Point, then down through Highland Falls—Bear Mountain—Haverstraw to Congers. At white church turn left and follow main road around Rockland Lake through Nyack—Sparkill—Tappan and Tenafly to Englewood. Turn left into Palisade Avenue then cross the Dyckman Street Ferry to Broadway and thence south.

II. An Eighty Mile Run Through Suburban New Jersey

West on 42d Street, cross ferry to Weehawken, then continue down the Hudson County Boulevard to the Plank Road running through Newark via Broad Street, Clinton Street and Springfield Avenue to Springfield, then on through Chatham and Madison to Morristown. From Morristown take Speedwell Avenue to Morris Plains and through Parsippany to Boonton. From there on the road skirts the shore of the Morris Canal through Towaco—Lincoln Park and Mountain View into Paterson, thence through West Main Street and Market Street, which becomes Essex Street and is continued on through Hackensack to Englewood, crossing the Dyckman Street Ferry and down town via Riverside Drive and Broadway.

III. Seventy-Five Miles Through Westchester County

Run north on Fifth Avenue. At 120th Street jog right and left into Madison Avenue, crossing the 138th Street Bridge and turn left into Mott Avenue, which becomes the Woodrow Wilson Boulevard, turning right into Fordham Road and continue straight on through Pelham Parkway and along the Shore Road to New Rochelle, then east on the Boston Post Road through Larchmont to Mamaroneck. From there on the Mamaroneck Avenue is followed to White Plains, then through Main Street to the Tarrytown Road to Elmsford. Turn north into the Saw Mill River Road and follow the old Briarcliff Race Course through East View to Briarcliff. From Briarcliff return running to Scarboro, then along Broadway through Tarrytown and Dobbs Ferry, following Warburton Avenue through Hastings to Yonkers, then down Riverdale Avenue into Broadway, then Riverside Drive to 72d Street, crossing Central Park to Fifth Avenue.

IV. To Atlantic City via Staten Island and the Ocean Boulevard

Run south on Broadway to the Battery. Cross on the Municipal Ferry to St. George, S. I. Bear left out of ferry house, passing the Borough Hall on the right and run south on Bay Street to the Marine Hospital; then follow Vanderbilt Avenue into Richmond Road which becomes Amboy Road and is used through New Dorp and Huguenot to Tottenville. Cross ferry to Perth Amboy and continue south through South Amboy—Keyport and along the Atlantic Highland Boulevard, thence south along the New Jersey Coast through Long Branch—Asbury Park and Spring Lake to Seaside Heights. From this point our trip turns inland, crossing a bridge to Toms River, again turning south, running through a number of small villages to Barnegat and Manahawken. A side trip can be made from Manahawken to Beach Haven. From Manahawken continue through Tuckerton, New Gretna, Port Republic and Absecon to Atlantic City, about 145 miles from New York City.

The return is made by retracing to Lakewood, then run north through Freehold, Keyport, South Amboy, crossing the Raritan River into Perth Amboy, then follow the Amboy Road and St. Georges Avenue through Rahway to Elizabeth, then Frelinghuysen Avenue to Newark. Then over the Plank Road to the Hudson County Boulevard, which is followed to Third Street and a right turn is made at a small red church and cemetery; returning to New York by the 42d Street Ferry.

V. A Short Run on Long Island to Roslyn, the Rockaways and Long Beach

To reach Roslyn on the north shore of Long Island run east on 57th Street to Second Avenue, turn left to 59th Street, cross Queensboro Bridge, turn left into Jackson Avenue and follow to Flushing. Continue on Broadway, becoming North Hempstead Turnpike, through Bayside, Douglaston and Manhasset to Roslyn, which is 20 miles from New York. To cross the Island from Roslyn turn right and run south through Mineola, Garden City, and Hempstead to Rockville Center, 11 miles from Roslyn and 31 miles from New York City. Connection is made from Rockville Center for Long Beach, five miles further on, by going south on Lincoln Avenue. One mile from Rockville Center is Lynbrook on the Merrick Road, where connection is made for the Rockaways, eight miles from Lynbrook and the Merrick Road.

The return to New York is made over the Merrick Road through Springfield to the Peace Monument on Hillside Avenue in Jamaica, then Hillside Avenue is followed to the Queens Boulevard, returning to the City over the Queensboro Bridge.

VI. New York to New London and Eastern Point, Conn.

Run north on Fifth Avenue, crossing the Harlem River at the 138th Street Bridge, and continue north through Mott Avenue and the Woodrow Wilson Boulevard to Fordham Road, then over the Shore Road to New Rochelle. From there on the Boston Post Road is followed through:

Mileage from N. Y.	*Towns*
20	Larchmont,
21	Mamaroneck,
25	Rye,
27	Portchester,
30	Greenwich,
32	Mianus,
35	Stamford,
38	Noroton,
39	Darien,
44	Norwalk,
47	Westport,
51	Southport,
53	Fairfield,
58	Bridgeport,
61	Stratford,
65	Milford,
75	New Haven,
83	Branford,
92	Guilford,
97	Madison,
102	Clinton,
106	Westbrook,
110	Saybrook,
114	Lyme,
122	East Lyme,
129	New London.

For Eastern Point cross Toll Bridge to Groton and continue south.

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VII. From New York to Greenport via the South Shore of Long Island

Cross the Queensboro Bridge and follow the Queens Boulevard to Hillside Avenue and on to the Peace Monument in Jamaica. From there the Merrick Road and the South Shore is followed through:

Mileage from N. Y.	*Towns*
15	Springfield,
18	Valley Stream,
20	Lynbrook,
21	Rockville Center,
25	Freeport,
26	Merrick,
28	Bellemore,
31	Massapequa,
34	Amityville,
39	Babylon,
44	Bayshore,
46	Islip,
53	Sayville,
58	Patchogue,
65	Brookhaven,
71	Moriches,
77	Eastport,
82	West Hampton,
85	Quogue,
91	Good Ground,
99	Southampton,
106	Bridgehampton,
111	Sag Harbor—Cross two ferries to
118	Shelter Island,
119	Greenport. Connections are available by boat to New London, Eastern Point and the other points on the Boston Road.

VIII. Both Shores of Long Island Crossing the Island from Port Jefferson to Patchogue

Cross Queensboro Bridge; follow the Queens Boulevard to Hillside Avenue and the Peace Monument in Jamaica. Turn right and run south to the Merrick Road, which is followed along the South Shore.

The towns and mileages are continued as follows:

Mileage from N. Y.	*Towns*
15	Springfield,
18	Valley Stream,
20	Lynbrook,
21	Rockville Center,
22	Baldwin,
25	Freeport,
26	Merrick,
28	Bellemore,
31	Massapequa,
34	Amityville,
39	Babylon,
44	Bayshore,
46	Islip,
47	East Islip,
53	Sayville,
55	Bayport,
58	Patchogue,
65	Coram,
72	Port Jefferson,
78	Stony Brook,
84	Smithtown,
89	Commack,
95	Northport,
97	Centerport,
100	Huntington,
103	Cold Spring Harbor,
107	East Norwich,
114	Roslyn,
117	Manhasset,
121	Bayside,
125	Flushing.

Retrace the outward route to New York City.

IX. Twenty-Five Miles Through the Parks of New York City

Go north on Fifth Avenue, entering Central Park at 59th Street, continue along the East Drive to the extreme north end of the Park, winding around into the West Drive, which is followed to 72d Street, where a right turn is made and followed to Riverside Drive, then north on the Drive to the end, entering Broadway at Dyckman Street. Broadway is then followed to Van Cortlandt Park, where a right turn is made into 242d Street, winding through the Park into Mosholu Parkway, which runs east to the Grand Concourse; thence south over Woodrow Wilson Boulevard and Mott Avenue, crossing the Harlem River on 138th Street Bridge and down Madison Avenue to 120th Street, where a right turn is made at Mount Morris Park and Fifth Avenue is followed south.

The Shipment of Touring Cars to Great Britain

Unfounded Customs Rumor Definitely Denied

By Edward H. Wakefield, of the Club's Foreign Department

INTEREST in the revival of motoring in Europe is making itself felt to a noticeable extent in the increased work of the Foreign Department of the Club, and reports from the Touring Department of the Royal Automobile Club in London, indicate a remarkable activity in motoring circles on the other side.

Post-war conditions covering the importation of cars into Great Britain for touring purposes differ widely in many particulars from the practical immunity from regulations enjoyed in this respect up to August, five years ago.

A temporary regulation at present in force requires that an Importation License be obtained from the Department of Import Restrictions in London, before shipment can be made from this side. This is, of course, a "war measure," and will doubtless be removed in due course, when automobiles no longer figure on the list of prohibited imports.

The necessity of paying customs duty, which amounts to 33 1-3 per cent of the value of the imported vehicle is, however, a permanent change from the freedom of customs formalities *en règle* in the United Kingdom and is a radical departure from pre-war conditions. This duty is chargeable on all automobiles except British built cars taken into the United Kingdom.

In connection with the shipment of automobiles abroad recently, it has come to the knowledge of the Foreign Department that car owners endeavoring to arrange transportation and importation of their automobiles into England through certain agencies, were given to understand that a deposit of customs duty was not required from Members of recognized Automobile Clubs, and that there existed some weird document known as a "Certified Customs Pass Book," which, when issued by Automobile Clubs to their members going to England with their cars, would permit entry into that country free of duty. The Foreign Department has consistently denied all knowledge of the existence of such an "Open Sesame" to the British customs barriers. But in the face of constantly recurring rumors in New York shipping circles, and of written statements from England to the contrary, the Secretary of the Royal Automobile Club was asked to finally settle the disputed point. This is Mr. Julian W. Orde's reply:

"The statement is one of many of "the same sort which have caused "numerous inquiries and misunder-"standing. We have exercised every "endeavor to get to the root of it, but "so far have been unsuccessful. There "is no such thing as a 'Certified Pass "Book,' and it is only certain shippers "who have got the term from some-"where, and they themselves have not "the faintest idea by whom or from

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"whence such Pass Books emanate. "The whole question has been thor- "oughly discussed by us with the Cus- "toms Authorities and they are as ig- "norant of what it means as we are, "and, in fact, as the shippers them- "selves.

"A case was referred recently to us "by the American Express Company, "the party having been told by the "shipping agent that this 'Certified "Pass Book' was required. We ex- "plained that there is no such facility. "Had anything of the sort been in ex- "istence you would be absolutely sure "that we should have advised you. We "believe we referred to this rumor in "a previous letter some months ago "and recommended you to disregard it "absolutely, seeing that it did not exist.

"At the moment there is only one "possible way of importing a car to "this country (Great Britain), and "that is by paying the duty at the port "of arrival and obtaining a refund "later. A Triptyque is well on the "road to completion and in a few "weeks we hope to furnish you with "full details, as it will obviate paying "the duty on arrival and also will do "away with the rumors which occur "from time to time. The nearest ap- "proach to solving the origin of the "Pass Book rumor was that one firm "of shippers had an idea that the pro- "duction of the Membership Card or " 'Pass Book,' as they termed it, of any "recognized Automobile Club, would "obviate the payment of duty, but "they themselves could not, or would "not, enlighten us as to how they de- "rived the idea."

The Foreign Department of the Club is at the service of all members to keep them informed of the changes of rules and regulations governing Foreign motor travel, and members contemplating shipping their cars abroad are urged to consult the Foreign Department with regard to the various details. At the present moment, modifications are being made in import regulations and customs duties, so that at any moment an entire change in these matters may occur. The cordial relations existing between The Automobile Club of America and the Royal Automobile Club assures members of an absolutely reliable service regarding Foreign touring and in this respect we are glad to quote Mr. Orde's hearty assurance of co-operation.

"We fully appreciate how necessary it is to keep you informed of rules and regulations and you may rest assured that our co-operation in this, and in other respects, will not slacken."

Members contemplating visiting France may be interested in a statement emanating from Washington, which appeared recently in the New York papers to the following effect:

"Tourist travel to France from this "country will not be permitted before "next year, the State Department an- "nounces. Business men will be per- "mitted to send agents to any Euro- "pean country, but restrictions as to "the return trip will continue in force, "because of the need of space for sol- "diers and civilian War Department "employees. Measures to prevent un- "due travel to Great Britain as long "as that country desires it, also will be "continued, as transportation and eco- "nomic conditions in Great Britain "still are far from normal."

A Veteran Automobilist Passes Away

THE LATE MR. WHITNEY LYON

One of the earliest of American automobilists and a leader in the organization of The Automobile Club of America twenty years ago

The recent death of Mr. Whitney Lyon terminated the career of one of America's pioneer motorists. In the late nineties of the last century, when the world was very skeptical about the automobile and the view was generally held that the new vehicle would remain the fad of a small circle of wealthy men, Mr. Lyon was one of the prophets of the new era in transportation. He was a patron of the American motor car industry when that title could be claimed only by a few score in the entire nation.

As an active motorist, Mr. Lyon quickly sensed the need of organization if the automobile were to advance to its fullest usefulness, and he issued a call for the meeting at the Waldorf Astoria on June 7th, 1899, out of which grew The Automobile Club of America. Although never accepting office in the organization, Mr. Lyon remained throughout his life a loyal and active member.

His services in the formation of the Club were of great value, and he will long be remembered as the leader whose foresight brought into being an organization of widespread helpfulness to the motoring public at large, as well as to its own members.

International Road Rules Suggested

With the world-wide growth in travel, especially by automobile, the hope has been expressed in many countries that a code of road rules be formulated, to be universally applied to the use of highways. The latest expression of this desire comes from the columns of the *North China Daily News*, published in Shanghai, to which our attention has been called by United States Consul-General Thomas Sammons.

The editorial reads in part:

"In Shanghai we have adopted the rule of the road enforced in Great Britain; in Western Canada it is the same; but in the United States and in many countries on the continent of Europe vehicles proceed on the opposite, right-hand, side of the road and pass on the left. Now it is suggested that the Paris Conference adopt a universal rule of the road for every civilized country. Not only on the American continent, but in Europe the varying rule—sometimes towns and rural districts have contrary rules—results in confusion and often in smashes."

The Best Routes to the Berkshires

Based on a recent survey, made by the Club's Roadman, the two best ways to reach the Berkshire Hills from New York at the present time, using good roads and avoiding detours, are as follows:

(1) From New York through Bedford, Danbury to Waterbury, thence up the Naugatuck Valley. There is an option from Danbury through New Milford and Litchfield to Torrington, which is perhaps not quite as good.

(2) From New York up the Hudson Valley through Tarrytown and Poughkeepsie to Hudson, then east through Hillsdale to Great Barrington.

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The National Rifle Matches at Navy Range, Caldwell, N. J.

Important Contests Throughout August

CIVILIANS, soldiers, sailors, marines, National Guardsmen, rifle enthusiasts and sportsmen in all parts of the country are looking forward to the 1919 National Rifle Matches, with competitions embracing every branch of small arms practice.

The Range itself is laid out in a natural amphitheatre surrounded on three sides by hills. A great expanse of heavily wooded meadow stretches out beyond the firing lines to a distance of three miles, composing a tract locally known as Great Piece Meadows. The Range is absolutely fool-proof, since the most erratic bullet can only bury itself into the side of Hook Mountain or slash harmlessly about in a densely wooded area in front of it. A width of one and one-half miles allows ample room for the firing-line expansion that must come with the rapidly increasing interest in rifle practice.

Situated within twenty miles of City Hall, New York, the Range is easily accessible to the 10,000,000 persons living in the most thickly populated area in the United States. An hour's ride by train or automobile will bring the New York business man to the Range, and it is this, together with the extent of the Range and the remarkable degree of safety that its natural features afford, that gives it the title of "the world's greatest rifle range."

One year ago, the present Range was a trackless jungle. Today, it is the most valuable piece of small-arms practice property in the United States. One year ago, trees and underbrush stretched for miles across the great meadow. Today, thirty-five buildings, 250 targets and six firing lines attest the unremitting labor that has been poured into the greatest example of rifle range engineering in the country's history.

When the United States entered the world war, the need for skilled riflemen was little short of appalling. Despite the fact that the navy ranges were already turning out 1,000 sharp shooters and 500 expert riflemen per week the gaps in the ranks of skilled performers with rifle were obvious to all.

With an eye to closing these gaps, Colonel Harllee, of the Marine Corps, conferred with representatives of the Associated Rifle Clubs of New York and New Jersey, to discuss the possible range sites in their territory. During the discussion, a map of New Jersey was produced. To the expert reader of maps, it at once told the story of the wonderful possibilities that lay in the meadows stretching away to the south of Hook Mountain and the Passaic River. Negotiations for the possession of the land were started at once, but it was not until July, 1918, that the first detachments of rifle rangers, drawn from the fourteen existing ranges, began to hew their way through the wooded plain that is now the Range.

Today, while the Range is by no means completed, it is sufficiently far advanced to permit the National Matches to be held there.

The National Matches have been held every year since the first match at Sea Girt, N. J., the teams coming from every section of the country for the annual trial of skill. Civilians struggle with the regular service men for the honor of winning such emblems as the Wimbledon and Leech cups, trophies rich in historic association, worthy of the highest skill than an American can attain.

Last year's match was held at Camp Perry, Ohio, but in recognition of the services rendered during the great war, the War Department has asked the Navy to conduct the 1919 match. Secretary Daniels accepted, and at once appointed Colonel William C. Harllee as executive officer.

In a recent statement on the National Matches and the purpose of the Government in backing them, Colonel Harllee said:

"From nothing, the Navy Rifle Range system in this country has grown by leaps and bounds until we now have a chain of sixteen ranges. Half a million men have been qualified over Navy Courses. We have extended our field of operation till it embraced not only Navy, Army and Marines, but every civilian who cared to visit our ranges for the purpose of shooting. We have revolutionized the methods of building and operating rifle ranges, and here at Caldwell, we built our master Range.

"Frankly, the purpose of the National Match this year is to disseminate the 'Navy Idea' of bringing the civilian to the rifle range and teaching him how to shoot."

Colonel Harllee also gave some details on the program planned for August, when it is expected 20,000 people will visit the Range daily. An aviation meet, a tank exhibition, trap shooting and a small bore match will be held. From the War Department is coming a stupendous exhibit of what was done during the war in the manufacture of equipment. Eighty carloads of material are now on the way to Caldwell awaiting the trucks of the Transportation Department, and the Army Exhibit will be one of the outstanding features of the entire meet.

The National Matches proper will begin on August 25th and will be preceded by the matches of the National Rifle Association of America and various state events.

The test of skill with the rifle as characterized by the National Individual Match and National Team Match calls for the firing of sixty shots with the United States Rifle, Springfield model of 1903, using ammunition furnished by the Government. The contests are divided into three stages.

In the first stage each contestant will shoot twenty shots rapid fire, on the B-target upon which the bullseye measures twenty inches at a distance of 200 yards. Ten shots will be fired from the kneeling, from standing position and a like number of shots from the kneeling-sitting, or squatting-from standing position. Each string of ten shots must be fired in one minute. Either what is known as the battle-sight or leaf-sight may be used.

The second stage of the match calls for slow fire at 500 yards on the B-target. Twenty shots will be fired in one string of ten shots, prone position, a second string of five shots kneeling, and a third string of five shots sitting or squatting in order named. Sighting shots are not permitted.

The third stage calls for twenty shots slow fire at 1,000 yards—the long range test—on target C, the bullseye of which is thirty-six inches.

In the National Pistol Match, this course of fire will be followed:

First stage: Slow fire (20 seconds per shot), two scores (five shots each) at twenty-five yards, Target "L," the army pistol target.

Second stage: Rapid fire (20 seconds per score), two scores (five shots each) at twenty-five yards, target "L."

Third stage: Rapid fire (10 seconds per score), two scores (5 shots each) at twenty-five yard target "L."

Complete copies of the National Match Rules may be had by applying to Lieut. Col. W. C. Harllee, U. S. M. C., Executive Officer, 1108 Woodward Building, Washington, D. C.

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Sight-Seeing in Palisades Interstate Park

By George W. Perkins, President
Commissioners of the Palisades Interstate Park, State of New York

ONE of the most picturesque and interesting sight-seeing possibilities in the East is that provided by the omnibus service of the Commissioners of the Palisades Interstate Park. This Park, of which a description was given in the December number of MOTOR TRAVEL, is a public park system owned by the States of New York and New Jersey and administered by an unpaid non-partisan commission* appointed by the Governors of these two states, respectively.

The Palisades Interstate Park, starting approximately at Fort Lee, New Jersey, which is opposite 129th Street, Manhattan, covers the west shore of the Hudson River for fourteen miles. This embraces the famous Palisades cliffs, and is provided with fine roads, until it reaches a point approximately opposite Yonkers.

The second largest section of this park system starts at Bear Mountain, about 45 miles north of New York on the west bank of the Hudson, and reaches back into the Ramapo Hills, almost to the town of Tuxedo. This region is replete with picturesque mountain scenes.

For some years the activities of the Commission centered in the development of Bear Mountain as a public recreation resort. Millions of people have visited this region. In order to meet the needs of those who have made recurrent trips to Bear Mountain, and were unable, for the lack of motors, to explore the interior of the Park, with its seventeen miles of unrivaled scenery, the need of a moderate priced trip for the public was brought clearly to the attention of the Commission. An experiment was made last year with ten omnibuses. Each carried nineteen passengers and four zones of travel were established, with progressive tariffs.

It is important, in connection with this work, for the public to know that this omnibus service, like all the services rendered to the public, is operated by the Commissioners themselves, on the theory that the widest possible social use of the Palisades Park can come only by an efficient administration of all the facilities under its own management, as against the profit-motive commercial concessionaire.

New York Commission
George W. Perkins, President
Franklin W. Hopkins, Vice-President.
J. Du Pratt White, Secretary.
Edward L. Partridge, Treasurer.
Richard V. Lindabury
William H. Porter
W. Averell Harriman
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New Jersey Commission
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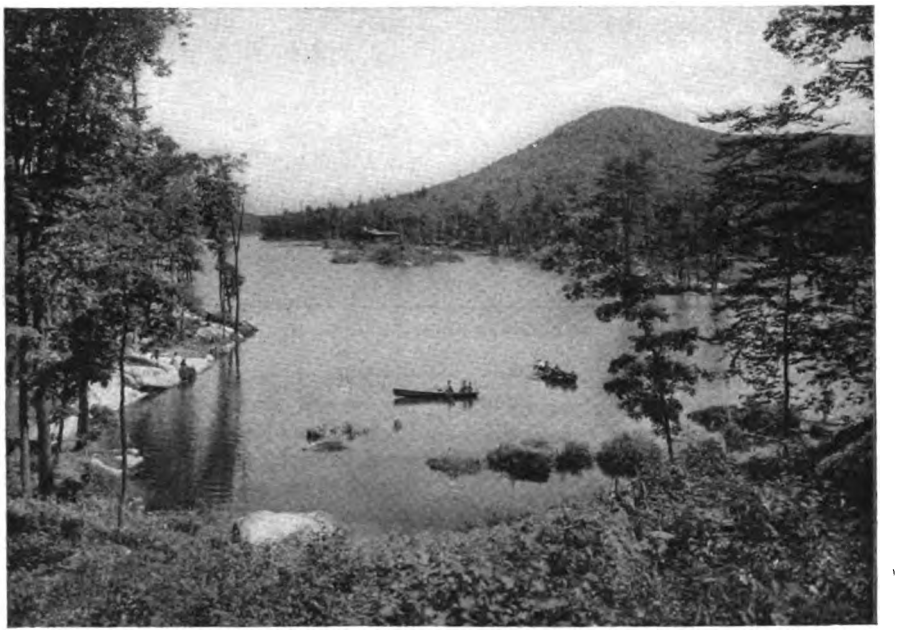
J. Du Pratt White, Secretary
Frederick C. Sutro, Treasurer
George W. Perkins
Charles W. Baker
Mornay Williams
John J. Voorhees
William H. Porter
W. Averell Harriman



BEAUTIFUL LAKE STAHAHE

Bear Mountain to West Point

West Point lies about five miles north of Bear Mountain, and is naturally the most popular of the sight-seeing trips. The trip is made in a well-balanced, light, pneumatic-tired omnibus. The bodies are so constructed as to give the maximum outlook; it is practically an open automobile, as will be seen from the photographs. The trip commences at Bear Mountain, which overlooks the narrowest region of the Hudson River. Directly opposite lies Anthony's Nose. On the way to West Point, the old Forts Clinton and Montgomery with their historic associations of Revolutionary days, are in view. Hessian Lake, with its beautiful light green color, is seen on the left, bordered by the West elevation of Bear Mountain. On the fine Telford road of the park the trip continues, passing Popolopen Bridge under which lies the exact replica of the *Half Moon* —the gift of Holland to the United States—and the outskirts of the village of Fort Montgomery. Each turn in the road reveals another scene of beauty on the Hudson with Crow's Nest Mountains on the northwest and Sugar Loaf Mountain on the northeast. The omnibus passes through the village of Highland Falls, and then, on to West Point, where a slow trip is made through the military reservation so that the visitor may have ample opportunity to see the sights. For this trip, which takes about one hour, the round trip tariff is 50c., and over ten thousand people took advantage of this ride last summer.

To Queensboro

The second zone consists of a trip to Queensboro, which is within the park. Although the trip to Queensboro is by far the more picturesque ride, fewer passengers have taken this trip than the West Point trip. But those who have taken it have also taken the other trips further into the park, and I doubt (and my feeling is shared by the people who have traveled on these 'buses) whether there is, anywhere in the East, such beauty of scenery as that embraced within this and the

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other trips in the Harriman region of the park.*

To go to Queensboro, one skirts the beautiful Bear Mountain groves and grounds. Bear Mountain Inn, owned and operated by the Commissioners, serves to accommodate the public with refreshments. Rising on a ledge of Bear Mountain, all the time in view of the Hudson, looking south, the omnibus passes above Iona Island which lies south of Bear Mountain on the Hudson. We then pass the Doodletown Valley. This is a curious natural formation. A deep, bowl-like valley, on the upper reaches of which the park drive circles. On the eastern border of the valley lie the irregular but graceful outlines of Dunderberg Mountain, which terminates on the west in The Timp through which both the British and American forces marched in the Fort Montgomery engagement. Doodletown—the name itself is suggestive of Revolutionary times. This valley derives its name from the fact that when the British troops came up the Hudson from the south, at Stony Point, they sought to attack Fort Montgomery from the rear by passing over some old roads in the mountains which are still extant. As they passed through this valley, their band played "Yankee Doodle," and ever since the valley has been known as Doodletown.

Skirting this valley, the trip circles around the mountain base, descends into the sylvan beauty of Queensboro Valley. There are some people who would find "nothing" at Queensboro. That would be true of those who seek for things other than the splendor of the woods, the streams and mountains, and the call of wild life. But for those with eyes for the quiet stream, the hemlocks, the sky, there is inspiration indeed.

For those who look with more practical eyes, the little buildings by the roadside give an indication of the big camp system of the Palisades Park where last year 48,000 children were brought to the woods to get renewed vigor and inspiration from the intimate contact with nature. This trip to Queensboro comprises one hour's ride, and 50c. is the tariff.

BOY SCOUTS ARRIVING AT CAMP

*Although Bear Mountain is the more popular term by which this region of the Park is known to the public, it is really the Harriman Park, so called because it had its inception in a gift by Mrs. E. H. Harriman of 10.000 acres and $1,000.000 for the establishment of this public recreation area.

Bear Mountain to Lake Kanahwauke

The next zone is to Lake Kanahwauke. Lake Kanahwauke is included in the park and comprises a chain of three beautiful lakes on which over 5,000 boy scouts were encamped during last summer. The route lies along the picturesque shelf of Bear Mountain described in the preceding paragraph, in view of Anthony's Nose, the Westchester Hills on the east shore of the Hudson, the Iona Island Arsenal, the Doodletown Valley, pastoral Queensboro, Lemons Lake, Cedar Lake, a creation of the Commission over 300 acres in extent and 1,065 feet above tide water. The tariff of this trip is $1.25 return and the time nearly two hours.

Of course it is necessary in any park development such as that of the Commission, to fit its tariffs to meet the spending ability of the public; it has always been said of the Palisades Park, and the Commission feels no small degree of pride in the assertion, that the services and facilities available in the park are of such character that the poor, the middle class and the well-to-do, have all received attention. In other words, so far as a Park can be, it is—democratic!

Seven Lakes Drive

The Seven Lakes Drive, which is the last zone of this transportation system, takes the visitor from one end of the Harriman Park to the other. The return trip is 34 miles. The tourist travels through the park on its smooth roads. The first ascent is on the shelf

FINE ROADS ENCIRCLE THE PARK LAKES

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of Bear Mountain, passing into the rolling hills of Queensboro Valley. On this trip again, the view of Doodletown Valley is seen, fringed with the Swiss-like hills. We then ascend slowly to the height of over a thousand feet above tide-water, where Cedar Lake looms in view. Past Lake Kanahwauke the visitor travels on the road that winds almost incessantly about the mountain side, slowly ascending to an unusual view of Tuxedo and the Arden Valley. The traveler sees Lake Stahahe from a height that presents the sheet of water, with its numerous islands glistening below, like a picture on a silken Japanese screen. On this lake, each year, thousands of city children find refuge in the woods, a happy contrast to their windowless bedrooms at home.

The Safety of the Sightseer

While the Commission as a sound social and business administrative policy, has for its ideal that this service shall be merely self-supporting, no reasonable expense is spared to make the travel of its passengers comfortable and safe.

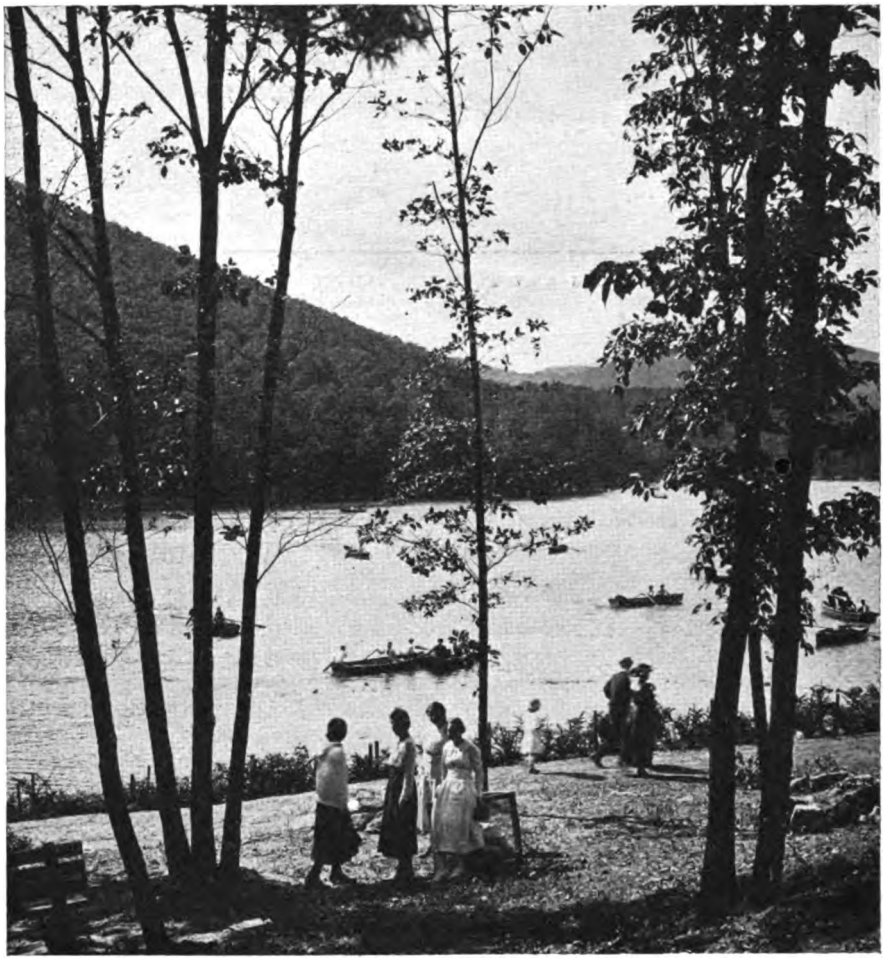
The drivers are chosen with regard to their ability to drive carefully, their health and courtesy, and are supervised with the care commensurate with the task of handling the lives of so many passengers.

Although more than one hundred thousand passengers were carried on the 'buses of the Commission last summer, not a single accident to a passenger occurred.

Poor Peter and the Passenger

There is an interesting sidelight to the sight-seeing work of the Palisades Park which might be of interest to the public. Palisades Park has a camp system, probably larger than any other park in the whole world. Charity societies and similar organizations bring their charges to specially constructed buildings in the park where, under the best possible supervision and influence, the children are given a brief respite from the scorching city streets. In order to make it possible for the largest number of these children to come to the Park, the Commission has arranged for their transportation, embracing a 90-mile return trip by boat (New York to Bear Mountain) and an automobile trip to any camp in the park, in some cases involving a forty-mile return automobile trip for a total cost of $1.50. Of course it is patent that this small sum cannot cover this service.

The schedule of the 'buses is so arranged, therefore, that the campers are taken to their camps immediately upon the arrival of the boats and promptly on the return of the 'bus it is put into the sight-seeing service. The coming of campers is restricted to the days during the week. On Saturdays, Sundays and holidays, the omnibuses are reserved for the sightseeing public. Although the prices charged for sight-seeing are very low compared to similar trips, there is sufficient surplus from that phase of the work to pay the deficit in the transportation of the city children who come to the park camps. In this manner the omnibuses are used to the maximum, the lightest burden being placed upon those who can least afford it, while only reasonable charges are made to the public for the opportunity to make excursions into the park.



HESSIAN LAKE ON THE ROAD TO WEST POINT

Economy and Efficiency

As a public servant, the Commission has always been eager to secure the greatest benefits from the money expended in the public interest. As examples of this it may be said that in the interest of economy and efficiency the following have been employed:

1. Standardization of motor equipment.
2. Establishment of its own garage.
3. Maintenance of its own machine shop, where all the cars are overhauled during the winter season.
4. Complete stock of standard parts, for emergency adjustments. No new parts supplied without examination of old parts by an expert to determine their usability.
5. Experimentation with substitutes for gasoline to secure the largest mileage possible.
6. Record keeping to determine cost per car, and in that manner to check up the driver's efficiency in handling the equipment.

Because of the scarcity of garages in the vicinity of the park, and purely for the accommodation of the public, as well as the maximum utilization of the equipment, the Commission has thrown open its garage doors to supply parts, make repairs and sell gasoline and oil to motorists in general.

Social Value of the Service

When one looks behind the broad program of the Commission and the administration of the Park System, which has for its prime motive an earnest desire on the part of the Com-

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other trips in the Harriman region of the park.*

To go to Queensboro, one skirts the beautiful Bear Mountain groves and grounds. Bear Mountain Inn, owned and operated by the Commissioners, serves to accommodate the public with refreshments. Rising on a ledge of Bear Mountain, all the time in view of the Hudson, looking south, the omni-

would find "nothing" at Queensboro. That would be true of those who seek for things other than the splendor of the woods, the streams and mountains, and the call of wild life. But for those with eyes for the quiet stream, the hemlocks, the sky, there is inspiration indeed.

For those who look with more [illegible] tical eyes, the little buildings [illegible]

BEAR Mo[illegible] bring at a low [illegible] into the park, the hemmed-in tenement [illegible], under another plan [illegible] it difficult to secure a [illegible]ving vacation.

Encouraging, through contact [illegible]use of the Park out-of-doors, particularly to city populations.

4. Through the operation of this service by the Commission itself, eliminating the greedy commercial concessionaires' exploitation of the public's leisure with profit as the underlying motive.

It is an opportunity to present to the motorist subscribers of MOTOR TRAVEL, a view of this part of the Commission's activities, for only those with motors know the joy of getting to regions inaccessible without automobiles, and it must be satisfying to them to know that in the Palisades Interstate Park, those who do not possess automobiles have opportunities, somewhat limited, to be sure, for the enjoyment of touring.

Routes Across the Continent

bus pa[illegible]
lies [illegible]
Hud[illegible]
tow[illegible]
u[illegible]

[illegible] there is a [illegible] which [illegible]owed to the [illegible]. For a sum[illegible] the northerly [illegible]ley of the Hud[illegible] of the River to [illegible]e, proceeding west [illegible] the Valley of the Mo[illegible] Utica, and by way of [illegible] and Geneva, skirting the [illegible] Finger Lake district of New [illegible] and thence by the south[illegible] through [illegible] Batavia to Buffalo [illegible] Montreal and Ottawa [illegible] at Albany and Syracuse [illegible] alternative [illegible]

the whole, of quite satisfactory quality.

The Lincoln Highway, which is the principal direct trans-continental route to northern California, is satisfactory during the summer time. From New York it runs south to Philadelphia and thence across southern Pennsylvania to Pittsburgh. On this section there are some portions which are, at present, unwise to follow, such as, for example, a short stretch between New Brunswick and Trenton, via Princeton, New Jersey. Another suggested alternative is between Gettysburg and Pittsburgh, by way of Hagerstown and Cumberland, Md., over the excellent surface of the Cumberland Pike, which may be followed to avoid road construction at Ligonier, Pa. At Unionstown, a short connection leads north to the Lincoln Highway, which is rejoined at Greensburg, from which the highway continues west to Pittsburgh. Beyond Pittsburgh the Lincoln Highway leads directly across the States of Ohio and Indiana, over roads which are hard surfaced, for the most part, but which are not always in first-class condition, owing to weather effects.

A suggested alternative is to leave the Lincoln Highway at Beaver Dams and to proceed via Youngstown, Ohio, and Ravenna to Cleveland, Ohio. In the neighborhood of Youngstown there is a section which is usually rather poor; however, its use presents no real difficulty in dry weather.

West of Cleveland, the main travelled highway is, on the whole, quite good. A short stretch on leaving Cleveland continues north of the main route along the lake shore, through Sandusky to Clyde and Fremont, and proceeds thence on the main highway, through Toledo and South Bend, Ind., to Chicago. This route is suggested on account of the hotel accommodations available in the principal cities passed through, as well as the quality of the road surface.

Westward of Chicago there are two principal routes to Omaha, Nebraska, the Lincoln Highway and the Tri-City Route. Of these, the Lincoln Highway is usually advised on account of its being a main travelled route, signposted throughout with the "L" sign. It possesses a fairly good quality of gravel and dirt surface. Beyond Omaha there are also two routes across Nebraska that are usually followed, the Lincoln Highway and the O-L-D Highway, neither of them exceptionally good at any time, and both of them apt to be quite bad in wet weather. It is this section of the trans-continental route between Omaha, Nebraska and Denver, Colorado, that is likely to present more trouble than any other part, especially if the motorist happens to be passing through there in rainy weather.

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The roads are almost all dirt roads in this locality and the peculiar quality of Nebraska gumbo mud renders automobile travel impracticable when the roads are in bad condition owing to rain. A report has recently been received which reads as follows:

"At present, due to snow and rain in our State, the roads are not very good. During June both the Omaha-Lincoln-Denver Highway (O-L-D) and the Lincoln Highway will round out in good shape. The O-L-D Route is used by the majority of tourists to Denver, Colorado, and Rocky Mountain points. It is a very good dirt road, thoroughly marked, and this year will see it in better shape than ever. Tourists will find a good automobile club on the route to Denver, at Lincoln, Nebraska, but hotels are making plans to post road information on their bulletin boards for tourists' accommodation."

The O-L-D Route referred to in the foregoing report runs by way of Millard, Ashland, Lincoln, Dorchester, Fairmount, Sutton, Harvard, Minden, Holdrege, Oxford, Hollbrook, McCook, Wauneta, Imperial, Holyoke, Sterling, Hillrose, Fort Morgan, Watkins and Denver. The Lincoln Highway, on the other hand, proceeds west of Omaha to the north of the Platte River, by way of Fremont, Columbus, Grand Island and Kearny, and continues through Gothenburg to North Platte and along the South Platte River to Big Spring, from whence it runs direct through Chappell, Kimball and Pine Bluff to Cheyenne, Wyoming. At this point a road turns south over a hundred miles of good surface, through Greeley to Denver. A stop is suggested at Denver, both for the sake of its hotel service and on account of the magnificent automobile trips that are possible in the surrounding Colorado Mountain District.

At Omaha the Omaha Automobile Club, Hotel Fontenelle, is able to supply authentic information with regard to local road conditions along the route; and at Denver the Denver Motor Club, 1610 Broadway, will perform the same service. A recent report received from the latter club states that:

"During the summer months the road conditions leading in and out of the scenic districts are generally in fine shape for motor tourists and no trouble will be experienced on the roads out of Denver. We wish to take this opportunity to inform you that members of your club are welcome at all times, provided they present their membership cards."

It is suggested, therefore, that members of The Automobile Club of America obtain from the Denver Motor Club running directions for suitable short trips in order that they may enjoy the magnificent Rocky Mountain scenery in the neighborhood of Denver and Colorado Springs.

From Denver the route is retraced northwards to Cheyenne, from which point the Lincoln Highway is followed by way of Laramie and, at the present time, by a detour south of the main route through Saratoga, in order to avoid the bad stretch in the neighborhood of Medicine Bow, on the main route. The Highway is rejoined at Fort Stale near Rawlins, and is followed through the Rocky Mountains over dirt and gravel surface—that is, unfortunately, none too good and possesses many sharp grades, by way of Granger and Evanston to Salt Lake City, Utah.

Should it be desired to visit the Yellowstone National Park, to which automobile traffic is admitted after the middle of June, motorists would follow the road northwards of Cheyenne which leads through Wheatland, Douglas, Casper, Powder River, Lost Cabin, Thermopolis, Basin and Cody to the eastern entrance of the National Park. This road has only a dirt surface and is not very easy to follow. It would be well, therefore, to obtain prior information about it from the Denver Motor Club before leaving that city. It forms, however, part of the National Park-to-Park Highway and is the road to follow, in order to reach the Yellowstone Park from Denver. After touring through the Yellowstone National Park, exit is made from the western entrance at Yellowstone Station, and the route leads south through the State of Idaho, by way of St. Anthony, Idaho Falls, Black Foot, Pocatello, Malad, Corinne, Brigham and Ogden to Salt Lake City.

Beyond Salt Lake City there is again a choice of routes. The first crosses the Great Salt Lake Desert direct to Ely, Nevada, and is apt to be very troublesome, both as regards road surface, which is sandy and rough, and also as regards hotel accommodation, which is very uncertain for about 150 miles. The few hotels there along this section of the route, are of a somewhat primitive kind, some being practically nothing more than ranches where the simplest kind of food and accommodation may be obtained. In consequence, some motorists prefer to take the longer route north of Great Salt Lake by way of Ogden, Corrine, Kelton and Lucin, to Cobre, Nevada, and thence through Elko, Palisade, Battle Mountain, Winnemucca, Lovelocks and Wadsworth to Reno. Between Ely, Nevada, and Reno, is 360 miles of dirt and gravel surface. The route may be taken from Reno to Carson City and Lake Tahoe, which is one of the beauty spots of the Sierra Nevadas and well worth visiting. An alternative route proceeds west of Reno, by way of Hobart Mills, to Truckee, from which a side trip may also be made to Lake Tahoe. The main road through the State of California, from Reno to San Francisco, is generally better in quality than on the Nevada side of the line and is already reported open and in good condition, by way of Sacramento, Stockton, Livermore, to Oakland and San Francisco. In San Francisco visitors would do well to refer to the California State Automobile Association, 1622-28 Van Ness Avenue, which is always ready to assist motorists in every way, and is in a position to furnish maps and detailed running directions for the most desirable automobile trips in the neighborhood of San Francisco.

There are two principal routes to be followed southwards of San Francisco to Los Angeles; one the coast road, by means of which the famous Californian Missions may be visited; the other road runs farther inland through the foothills of the Sierra Nevada Mountains by way of Fresno and Bakersfield. On the inland route several exceptionally attractive trips are available, such, for example, as the run out to General Grant National Park, by a road which leaves the main route at Fresno and runs right into the Sierra Nevada Mountains, rising between six and seven thousand feet above sea level. A little farther north, before reaching Fresno, a road turns off at Madero and follows good mountain surface for the Yosemite National Park, 90 miles northeast of the main route. At Vesalla, south of Fresno, the road to Sequoia National Park branches off, while south of Bakersfield there are several roads available through the hilly district of the Tehachapi Mountains, one road passing through Tehachapi Pass and the Mohave Desert, and the other passing through the Tejon Pass. Both of these roads are, in places, very hilly but traverse wonderfully impressive country. Between Fairmont and Saugus there are three different routes, one by way of the San Francisquito Canyon, which is not very satisfactory, owing to numerous fords that have to be crossed. Another route is through Boquet Canyon, which is quite good in fine weather, and the other road, the best all-round route to follow, leads by way of Palmdale and through Mint Canyon to Saugus. From Saugus to Los Angeles is forty miles of splendid road. In Los Angeles visitors will receive the most courteous and efficient service from the Automobile Club of Southern California, 1344 South Figueroa Street. This well known auto-

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mobile organization supplies excellent information regarding innumerable automobile trips that may be made over the roads of Southern California. Detailed route cards with sketch maps are furnished to motorists, and every possible assistance is rendered to visitors to make their stay in Southern California pleasant.

For points in the Far Northwest, such as the Rocky Mountain districts of Montana, and places of scenic attraction, in Washington, there is a summer route which leads westward of Chicago through Wisconsin by way of Milwaukee, Madison and La Crosse. There it crosses the Mississippi into the State of Minnesota and continues northwards to St. Paul and Minneapolis. This route, which is known as the Northwest Trail, follows a fairly well-marked course over surface which, though only dirt, is usually very fair in quality during mid-summer and is reported by motorists who have used it to present no difficulties either as regards surface conditions or hotel accommodations.

From Minneapolis it proceeds northwest to the North Dakota Line at Moorhead, and, crossing to Fargo, N. D., continues due west across the State by way of Valley City, Bismarck, Dickinson to Beach. Beyond this point the State of Montana is entered and the route then follows a very picturesque course along the Valley of the Yellowstone River by way of Miles City to Billings, and thence through Laurel, Columbus and Big Timber to Livingston. From Livingston there is a road running due south to Gardiner, which is the northern entrance to the Yellowstone National Park. West of Livingston the main road enters the Rocky Mountain copper mining district and passes through Butte and Anaconda and Drummond to Missoula, from which a side trip of about 140 miles leads north to Kalispell and Belton for the Glacier National Park. The Glacier Park may also be reached from Butte by way of Helena, and through Great Falls, Chouteau, to Glacier Park, but before attempting to follow these side roads full information as to their condition should always be obtained at the principal cities. West of Missoula, the main route proceeds northwest and crosses the Idaho State line for Wallace, from which it continues by way of Cœur d'Alene. The State of Washington is entered west of the latter place, and the route passes through Spokane, Wenatchee and Ellensburg, from which it turns northwards for the Snoqualamie Pass and Seattle. It is, of course, obvious that a route running as far north as the Northwest Trail, and traversing such mountainous country, is only available in mid-summer, usually only in July and August.

In spring and fall, and also for most of the winter months, the route between New York and California follows the National Old Trails Route and Santa Fe Trail. This coincides with the Lincoln Highway between New York and Pittsburgh. From there it leads southwest via Wheeling, West Virginia, and crosses the State of Ohio over a good hard surface road, by way of Zanesville, Columbus, Springfield, Dayton and Eaton, and entering Indiana, passes through Richmond to Indianapolis. The main route west of Indianapolis is reported as not very good at the present time. Motorists are, therefore, being routed farther to the north, via Crawfordsville, Champaign, Ill., and Decatur to Springfield, thence south by way of Litchfield and Collinsville to East St. Louis, Ill. At East St. Louis the route crosses the Mississippi River to St. Louis, Mo. The principal road through Missouri from St. Louis to Kansas City is always apt to prove troublesome on account of the fact that it follows the Valley of the Missouri, and that the road surface is likely to be seriously affected by weather conditions. At the present time it is reported that the best surface is found by way of Mexico, Moberly and Glasgow, from which the Missouri River is crossed to Marshall, and the route continues through Higginsville and Independence to Kansas City. The roads across Kansas are, for the most part, very fair prairie highways, not hard surfaced, but improved dirt and generally in such a condition as to make it possible to maintain an average speed of thirty or thirty-five miles an hour.

The Santa Fe Trail begins at Kansas City, and from that point to Los Angeles, California, the road is sign-posted with the signs of the Automobile Club of Southern California. The rain route through Kansas proceeds via Olathe, Emporia, Cottonwood Falls, Hutchinson, Dodge City, Garden City and Syracuse. This section of the road follows the picturesque valley of the Arkansas River and traverses scenery that is in many places very attractive. Entering the State of Colorado, west of Syracuse, the route runs by way of Holly, Lamar and Las Animas to La Junta, where it swings southwest to Trinidad and continues across the New Mexico State line through the Raton Pass to Raton, New Mexico. The next three hundred miles of road through the mountainous district of New Mexico via Springer, Las Vegas, Santa Fe and Albuquerque are, unfortunately, by no means good, and in places require careful driving to avoid trouble. Conditions improve slightly between Albuquerque and Socorro. There the route swings west again and proceeds via Magdalena and Quemado to Springerville, Arizona, crossing the continental divide and traversing about 150 miles of desert country. It is necessary to make provision for carrying sufficient gasoline and other supplies, including water, for this run through the desert. The remainder of the route across Arizona is over a fairly good road which varies somewhat in quality and is bad in wet weather, by way of St. John, the Petrified Forest region, Holbrook and Winslow, to Flagstaff. Here a side trip runs seventy miles north for the Grand Canyon of the Colorado, over good dirt and gravel surface, the return road rejoining the main route at Williams, forty-four miles west of Flagstaff. Beyond Williams a fair dirt surface road leads through Ash Forks, Seligman and Kingman to the California State line at Needles. The last section of the road crosses the Mohave Desert of California and is usually very good, being hard improved surface direct to Barstow, a run of 165 miles. From there the same fine condition of road is followed south via Victorville to San Bernardino, and thence by way of Pasadena to Los Angeles over roads of excellent quality.

The distance across the country from New York to San Francisco, by way of the Lincoln Highway, is about 3,330 miles, while from New York to Los Angeles, over the National Old Trail Route and Santa Fe Trail, the distance is 3,260 miles.

The foregoing is a concise description of the principal routes to the west coast, and although there are many other so-called "highways," running both east and west and north and south, on which improvements and construction are in progress, it is practically only the Northwest Trail for mid-summer, the Lincoln Highway for the summer months, from May to October, and the National Old Trail Route and Santa Fe Trail for the other months in the year, that are generally used.

Motorists intending to make a transcontinental trip should provide themselves with a copy of the Trans-Continental Main Travelled Route Map, which costs $1.00, and if they are following the Lincoln Highway, they would do well to obtain the Lincoln Highway Association's Official Road Book, which gives the itinerary, with distances, notes on the road surface, and useful information about the principal places passed through. The price of this publication is $1.50.

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OFFICIAL NOTICES

In Memoriam

LEMUEL E. QUIGG
Died July 1, 1919

JOHN FREDERICK SCHMADEKE
Died July 4, 1919

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

General Avery D. Andrews
Mr. John McE. Bowman
Mr. Clarence S. Day
Mr. George A. Fuller
Mr. James A. Gifford
Mr. Henry W. Healy
Mr. Owen H. Mannes
Mrs. Evelyn Partridge
Mr. George Drake Smith
Mr. C. Blaine Warner
Mr. J. Edward Young

NON-RESIDENT

Mr. John R. Bryden
Dr. Felipe Garcia Canizares

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Dr. Frederick T. Law, request of Mr. Eugene Southack,
Mr. E. Hathaway Turnbull, request of Mr. Eugene Southack,
Mr. Maurice Frigon, of the Quebec Automobile Club,
Mr. J. Dryden Hall, of the Royal Automobile Club, London,
Dr. Gay McLean, of Baltimore, request of Mr. C. H. Guye,
Mr. Samuel A. Walsh, request of Mr. W. G. deWitt.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate you may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
July 7	Mr. Joseph F. Collins	Lawyer	Alan R. Hawley	J. DeMont Thompson
		NON-RESIDENT		
June 14	Dr. Orestes Ferrara		Dr. Pelayo Garcia	Manuel de la Torre

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Bureau of Tours Notices

The following have become subscribers to the Bureau of Tours:

Mr. Seaton Alexander, of Wheeling, West Va.,
Mr. N. H. Bachman, of Douglaston, L. I.,
Mr. Maurice M. Ballin, of New Rochelle, N. Y.,
Mrs. Frank Barber, of New York City,
Mrs. R. S. Barnes, of New York City,
Mrs. O. W. Bird, of New York City,
Mr. G. W. Bissell, of East Lansing, Mich.,
Mrs. C. F. Bliss, of Sound Beach, Conn.,
Mr. Louis Boichers, of Charlottesville, Va.,
Mrs. Janet P. Bootz, of New York City,
Mrs. Max B. Borg, of New York City,
Mr. E. C. Bucklin, of Providence, R. I.,
Mrs. F. H. Calcott, of Bronxville, N. Y.,
Mr. Ernest T. Carter, of Stamford, Conn.,
Mr. Raymond H. Chuck, of Great Neck, L. I.,
Mrs. Sturgis Coffin, of New York City,
Mr. Edward F. Concklin, of Newport, R. I.,
Mr. Charlton D. Cooksey, of New Haven, Conn.,
Mr. Philip L. Davis, of Sparrow Bush, N. Y.,
Miss Rose L. Dexter, of Boston, Mass.,
Mrs. David Dows, of New York City,
Mrs. Hamilton Fish, of New York City,
Mr. Arthur A. Fowler, of Peapack, N. J.,
Mr. Philip P. Friederick, of Denver, Col.,
Mr. John W. Grant, of Atlanta, Ga.,
Mr. Rollin P. Grant, of Westfield, N. J.,
Capt. C. Gunderson, of Christiania, Norway,
Mrs. John Aspinwall Hadden, of New York City,
Mr. Albert C. Hall, of Stamford, Conn.,
Mrs. Elizabeth R. Handel, of New York City,
Mrs. Clarisse B. Hellman, of New York City,
Mr. Charles W. Harrison, of Philadelphia, Pa.,
Mrs. Wm. Edwin Hill, of Mamaroneck, N. Y.,
Miss Mary U. Hoffman, of New York City,
Mr. E. B. Hunting, of Baltimore, Md.,
Miss Margaret C. Hurlbut, of New York City,
Mr. Daniel Howland, of East Greenwich, Conn.,
Mr. Adrian Iselin, Jr., of New Rochelle, N. Y.,
Mr. James W. Jackson, of Plainfield, N. J.,
Mr. Willard V. King, of Convent, N. J.,
Mr. Julius Klein, of Philadelphia, Pa.,
Mr. Ernest Kloppel, of Watkins, N. Y.,
Mr. Ernest W. Kunz, of Maywood, N. J.,
Mrs. John Linder, of New York City,
Mr. William A. Lund, of Bridgeport, Conn.,
Mr. Geo. A. Lund, of Bridgeport, Conn.,
Miss Edith Mac Leod, of Toronto, Canada,
Mr. E. E. Mandeville, of Philadelphia, Pa.,
Mr. Franklin G. Neley, of East Orange, N. J.,
Mr. D. M. Martin, of Washington, D. C.,
Mr. W. M. Martin, of Norwalk, Conn.,
Mr. N. A. McNeil, of Lime Rock, Conn.,
Mr. M. McVoy, Jr., of Bridgeport, Conn.,
Mr. Julius W. Meyer, of Montclair, N. J.,
Mr. Charles R. Neidlinger, of Alpine, N. J.,
Mr. Frank C. Overton, of Montclair, N. J.,
Mr. F. A. Park, of Taunton, Mass.,
Anna A. Patterson, of New York City,
Mrs. William F. Peters, of Boston, Mass.,
Mr. J. R. Pitman, of Orange, N. J.,
Mrs. Alfred Atmore Pope, of Framington, Conn.,
Mrs. Margaret C. Post, of Englewood, N. J.
Mr. Frank C. Poucher, of Cos Cob, Conn.,
Mrs. L. B. Preston, of Mt. Kisco, N. Y.,
Mrs. Clark Prichitt, of N. Y. C.,
Mr. Arthur L. Price, of Deal Beach, N. J.,
Mr. Lauritz C. Rasmussen, of Clemo, Pa.,
Mrs. Agnes F. Redwood, of Brooklyn, N. Y.,
Miss Elizabeth Reese, of South Orange, N. J.,
Mr. Alfred H. Renshaw, of Noroton, Conn.,
Mr. Harry D. Reynolds, of Mt. Vernon, N. Y.,
Mr. Henry S. Reynolds, of Holmes, N. Y.,
Mrs. Frederic W. Rhinelander, of N. Y. C.,
Mr. Thomas N. Rhinelander, of Lawrence, L. I.,
Miss Elvine Richard, of N. Y. C.,
Mrs. A. A. Robbins, of N. Y. C.,
Mrs. Florence E. Rock, of Brooklyn, N. Y.,
Mr. James H. Samuel, of Norristown, N. J.,
Mr. Henry Schaefer, of Greenwich, Conn.,
Mr. Richard M. Schell, of Freeville, N. Y.,
Mrs. C. N. Schott, of Caldwell, N. J.,
Mr. W. H. Schroder, of East Orange, N. J.,
Mrs. Wm. Schumacher, of Jersey City, N. J.,
Mrs. Chas. F. Scott, of New York City,
Mr. F. W. Senff, of Newburgh, N. Y.,
Miss Mary Sharswood, of Stonington, Conn.,
Mr. G. C. Simons, of St. Marys, Pa.,
Mr. George Southack, of Summit, N. J.,
Mr. H. Boardman Spalding, of East Orange, N. J.,
Mr. Robert B. Suckley, of Rhinebeck, N. Y.,
Mr. H. Taguchi, of Kamakura, Japan,
Mr. Thomas Tangerman, of Flushing, L. I.,
Mrs. Emma Flower Taylor, of Watertown, N. Y.,
Mr. Harry Thomas, of Baldwin, L. I.,
Mr. Nelson C. Thrall, of Stony Pt., N. Y.,
Mr. W. F. Tilton, of Mt. Vernon, N. Y.,
Mr. Giles K. Tinker, of Westfield, N. J.,
Mrs. Maris Kennedy Tod, of Sound Beach, Conn.,
Mr. Henry H. Todd, of New Haven, Conn.,
Mrs. Edward Toumanianz, of New York City,
Mr. John Valiant, of Plainfield, N. J.,
Mr. George Van de Water, of Hackensack, N. J.,
Mr. Robert vom Cleff, of Hoboken, N. J.,
Mr. W. M. Wadsworth, of Pt. Jefferson, L. I.,
Mr. Wm. Wampler, of Upper Montclair, N. J.,
Mrs. Clara G. Warner, of N. Y. C.,
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Mrs. W. Seward Webb, of Shelburne, Vt.,
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Mr. T. W. Weeks, of Cornwall-on-Hudson, N. Y.,
Mr. Henry H. Wehrhane, of Orange, N. J.,
Mrs. Henrietta Weinschenker, of New York City,
Mr. M. A. Wertheimer, of Kaukauna, Wis.,
Mr. Charles D. Wetmore, of North Hatley, Canada,
Mr. P. A. Wettstein, of Newark, N. J.,
Mr. J. H. Wheelwright, of Baltimore, Md.,
Mrs. Charlotte Wigand, of N. Y. C.,
Miss May Livingston Willard, of Dublin, N. H.,
Mr. Clarence A. Wimpfheimer, of Long Branch, N. J.,
Mrs. Herbert A. Witcombe, of Mount Vernon, N. Y.,
Mr. Benjamin Wolhaupter, of New Rochelle, N. Y.,
Mrs. George Wuppermann, of New York City.

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The Historic Philadelphia-Pittsburgh Route

Pennsylvania Division of the Lincoln Highway

By Robert Bruce

Part XXV—From Bedford Across the Main Alleghany Range and Laurel Hill to Ligonier

BEDFORD was one of the earliest permanent settlements in the Alleghany Mountain region of Colonial Pennsylvania. The pioneer road through that locality (after the pack-horse trail, first successor to the Indian path), was the one which the Provincial authorities attempted to cut in 1755 to connect the Cumberland Valley with the highway which the Braddock expedition was then attempting to build from the head of Potomac navigation, now Cumberland, Maryland, to the "Forks of the Ohio." This is known in history as the "Burd Road," after Col. James Burd, under whose direction the work was prosecuted the greater part of the way; and the principal object was to furnish Braddock's army with supplies from the old-time "Granary of America," the eastern counties of Pennsylvania, through the Cumberland Valley, already connected by road with Philadelphia and Lancaster via Harris' Ferry, now Harrisburg.

It was expected that a junction between the Braddock and Burd roads would be made at or near the historic "Turkey Foot," where the Castleman River and Laurel Hill Creek flow into the Youghiogheny River, the present site of Confluence, Pa. But delays in cutting through the Burd Road, the immense difficulties encountered, especially in securing enough woodchoppers, and keeping them at work while the section was exposed to the hazards of Indian raids, and finally Braddock's defeat at the battle of the Monongahela in July, 1755, led to the abandonment of the project. The first few miles west of Bedford were, however, constructed according to the crude practice of that period, and formed the basis for the beginning of a somewhat later and much greater undertaking, the Forbes Road.

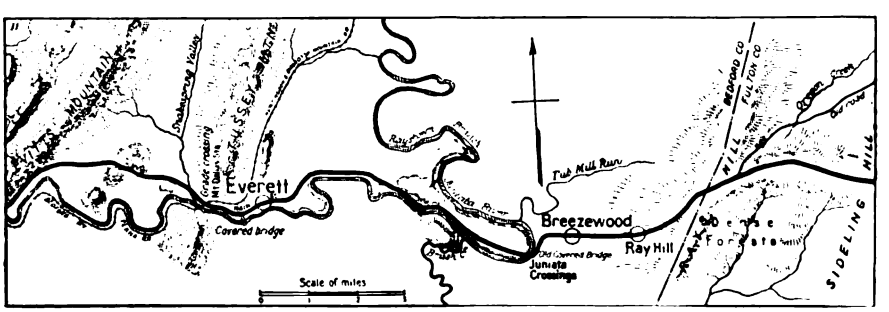
The latter, which can only be summarized briefly here, though further references will be made to it in the mention of places along the route, was laid out, under Forbes' instructions, largely by Col. Henry Bouquet, against the advice of Col. George Washington, who argued strongly in favor of forming a connection with the Braddock Road, and following that the balance of the way. Being a Virginian, with a better knowledge of the Potomac country than any other man of his time, and probably convinced that the most natural and easiest route to the Ohio was from that direction, no doubt influenced his opinion in that respect, though the success of the Forbes expedition and subsequent history proved it to have been mistaken.

Photo by F. E. McCreary, Bedford, Pa.

ABANDONED TAVERN ("SHOT FACTORY")

The view to the left is east, down grade toward Schellsburg; the curve in front of the old stone building was made to secure a favorable grade up the main Alleghany Range, a part of which is shown in the extreme right background

At the time, and under the stress of his great undertaking, the Scotch general was led into making some severe comments upon Washington's ideas of the two routes, and even to question his motives. But once Forbes had decided to cut through and follow a new, shorter line of travel, he had no more loyal or capable subordinate officer than the young Virginian; and, had he lived long afterward, might have left a somewhat different opinion. After it had served well the military purpose for which it was built, the shortness and favorable situation of the line made it the natural and most desirable route for emigration and travel; and its development as a great east-and-west thoroughfare across Pennsylvania has been a gradual evolution extending over a period of more than 160 years.



ROUTE ALONG THE RAYSTOWN BRANCH OF THE JUNIATA RIVER IN THE VICINITY OF EVERETT, PA.

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Location of an Important Frontier Route

The first known settlement here was made about 1751 by one Ray, who afterwards departed, though his name was for awhile given to the place, and is still retained both by the nearby stream, and the mountain range crossed just east of Juniata Crossings. Fort Bedford was located along the south side of the Raystown branch of the Juniata River, almost immediately alongside our route through Bedford. It was constructed probably in 1757, or at least early in 1758, as one of the frontier defenses after Braddock's defeat; but its greatest importance was during the Forbes expedition of 1758, when it was one of the principal intermediate points for troops, military stores and supplies on the way to the Ohio.

Photo by F. E. McCreary, Bedford, Pa.

VIEW OF THE PHILADELPHIA-PITTSBURGH PIKE THROUGH SCHELLSBURG, PA., SHOWING THE "WESTERN HOTEL," ON THE LEFT

It was honored by the presence of such distinguished military celebrities as Forbes, Washington, Bouquet, Armstrong and Burd; and was the principal rendezvous for an army of some six or seven thousand men. The main fort was surrounded by quarters for the officers, barracks for the soldiers, and a number of shanties for traders and camp followers. It embraced altogether about seven thousand square yards, and besides its five bastions—places for the use of swivel guns—it had a "gallery with loop-holes" extending from the central bastion on the north front to the water's edge, for the purpose of securing the banks of the stream. The main gate was on the south side; and, parallel with the southern rampart, was Forbes Road or avenue, now known as West Pitt Street, forming a part of the modern highway.

The site of this stockade fort was an admirable one; and the method of construction made it formidable for that period. Its principal framework consisted of a series of unseasoned oak or other strong logs, not easily set on fire and difficult to cut through. These logs, which were about 18 feet long and pointed at the top, were placed side-by-side in an upright position. Their sides were hewn flat and after being placed close together, were securely fastened at the top by horizontal pieces of timber, spiked or pinned on the inside, making the whole interior firm and strong.

Photo by F. E. McCreary, Bedford, Pa.

OLD LOG HOUSE, AT BEDFORD SPRINGS, PA.

Platforms were constructed all around the inner side of the enclosure, perhaps four or five feet from the ground. Upon these, in case of attack, the garrison stood and fired through loop holes made at convenient heights above the platforms. Portholes were cut on either side of the bastions for the swivel guns. Fort Bedford was also protected on the south and west sides by a moat about eight feet deep and about ten feet wide at the bottom, gradually widening to about fifteen feet at the top.

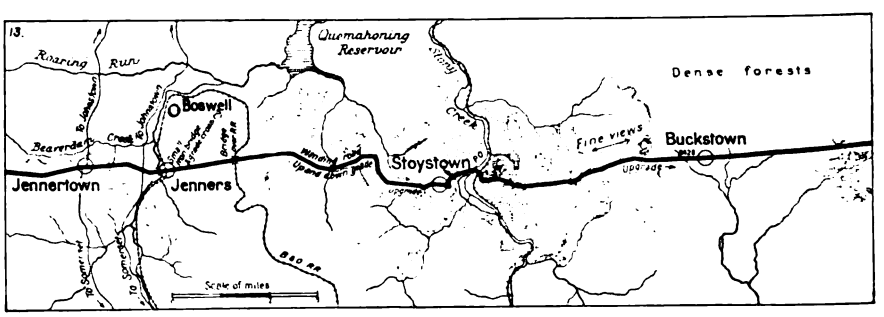
On the north side, the stream rendered other protection unnecessary, while the contour of the ground furnished a natural defense on the east side. The great mass of earth taken from the moats was thrown outward, and graded to an easy slope, up which any attacking force would be obliged to approach against fire from within the stockades.

Notwithstanding the great service rendered by this fort to the Forbes expedition, it was soon thereafter neglected by the Provincial authorities, and only a small garrison was retained there. Some use was made of it by Col. Bouquet's expedition against the Indians in 1763; but that was the end of its usefulness. Before the beginning of the Revolutionary War, it became a ruin, never to be re-built; nothing whatever now remains of it, and even the site still lacks a suitable marker.

Other Points of Local Interest

A trifle less than two miles south of Bedford, on the route to Cumberland, Maryland, are the celebrated Bedford Springs, whose waters have made it a popular resort for many years. This is the location of the Bedford Springs Hotel, much patronized by motor tourists, many of whom make the short detour southward from the main route to visit it.

On the right-hand side, as one arrives at "the Springs" from Bedford, is an old log house, said to have been erected in 1797. Across the road from it stands what was formerly a grist mill; but now, with an addition, used as a bottling establishment. The house, which was once the residence



SECTION OF THE HISTORIC PHILADELPHIA-PITTSBURGH HIGHWAY FROM

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of the miller, is chiefly interesting as a well-preserved type of building rarely seen nowadays.

There are several old dwellings or stores on the main street of the town which look as if they might have been taverns or wagon-stands in the olden days; but all have been superseded by newer establishments. On the right-hand side of Pitt Street, just west of the business center, is an old stone building known locally as "Washington's Headquarters;" but any fact on which to base the tradition is elusive, to say the least. The monument to the memory of soldiers of Bedford County who lost their lives in the War of 1861-'65 is at the intersection of Penn and Juliana Streets, one square south of the through highway.

We leave Bedford straight out West Pitt Street, soon bearing right to make a northward detour around the upper edge of Wills Mountain, which trends southwesterly into Maryland. About thirty air-line miles south of here it is cut almost in two by Wills Creek, forming the famous "Cumberland Narrows," just west of Cumberland. Near Wolfsburg, two-and-a-half miles out, the highway passes through a covered bridge spanning the Raystown branch of the Juniata which, with the Bedford division of the Pennsylvania Railroad, takes a southwesterly course, on the west side of Wills Mountain; and nothing more is seen of either on this trip.

Diverging Point of Historic Roads

A short two miles west of the covered bridge, a prominent left-hand road starts southwest through Mann's Choice into southern Somerset County. This is probably part of the general route of the Burd Road, mentioned in an earlier paragraph, and often referred to in history also as the "Old Glade Road."

Though all traces of that pioneer thoroughfare have long since disappeared, the old records gave it as branching from the direct line between four and five miles west of Raystown; and the odometer shows the present distance from the center of Bedford to this fork as four and one-tenth miles. The contour of the country adds to the belief that this was the start of the route originally intended to connect these upper waters of the Juniata with the Youghiogheny, and through that with the greater Monongahela.

In the southeast corner, within a few feet of the branching of the two roads, is a large, substantial and attractive stone building, made all the more interesting by its unique location. Stopping to inquire of the owner, Mr. H. Souser, the writer was informed that it was erected more than ninety years ago, and was known during a long period as "Stookey's," or the Stookey Hotel. Like most of its surviving contemporaries of stage-coach days, this is now a private residence. It is an excellent example of old-time country stone-work, partly hidden now by porches in front and on the sides, all of which are comparatively modern.

Photo by Penna. State Highway Department

ARMY TRUCKS CROSSING THE ALLEGHANY MOUNTAINS DURING THE WINTER OF 1917-1918

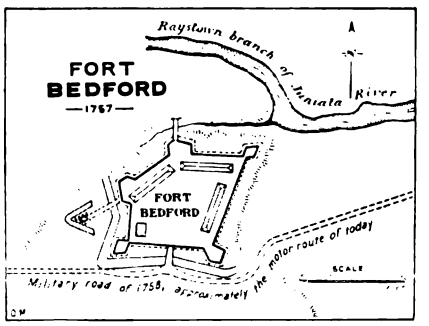


Diagram showing location, form and general appearance of Fort Bedford, Bedford, Pa. The dotted line represents very nearly the route now followed by the motor tourist past the site of the fort

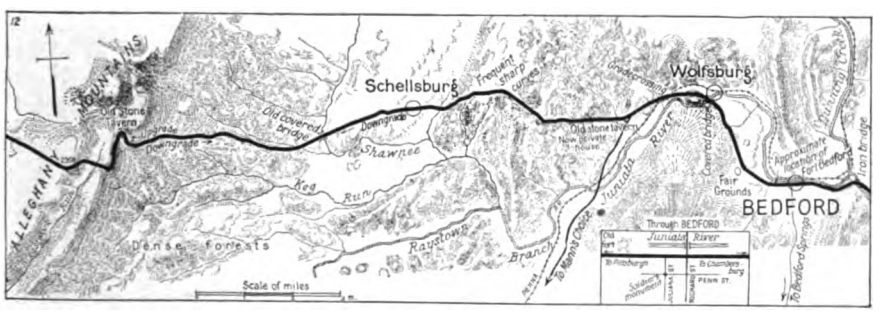
Having taken final leave of the Juniata, the Pike now ascends a moderate grade and makes a corresponding descent into the narrow Quaker Valley at the village of Schellsburg. This little place, located a trifle less than ten miles west of Bedford, was a convenient point for changing relays of horses on the stage-coaches; and its "Western Hotel," which dates back to that era, is still standing. Two miles beyond the village, our route goes through the last covered bridge on this route, over the Shawnee branch of the Raystown branch of the Juniata, the last tributary of that stream.

Across the Main Alleghany Summit

Just beyond the covered bridge begins the long but no more than moderately steep grade up the eastern face of the main Alleghany range, in the course of which there are several sharp curves. On the left, at the sharpest one of them all, is a conspicuous, high, stone building commonly known as the "shot factory," the name arising, it is claimed, from its use at one time for the manufacture of bullets.

The building was simply an old turnpike tavern, located in that spot somewhat on account of its close proximity to a spring of very cold water.

In his recollections of sixty years, written in 1908, David Eby, of Chambersburg, who was a wagoner over this route from 1849 to 1853, refers to this as "the high stone building," and also



BEDFORD, PA., TO THE SUMMIT OF THE ALLEGHANY MOUNTAINS

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mentions the "short turn" and the "hard pull" which westbound stage coaches and freight wagons were obliged to make in passing it. This the observer of the present time can readily believe, and the opinion is confirmed by a glance at that section of the road shown in the accompanying photograph.

Six-tenths of a mile farther on is "Grand View," a point of observation over an extensive area of Bedford and Somerset counties, mostly on the western side of the Alleghany range. Guard rails protect the traffic from approaching too near the edge. Tourists are advised to park their cars somewhat back and make the most of this splendid panorama of mountain and forest. A sign, erected by the Pennsylvania State Highway Department, refers to this as the "finest view between Philadelphia and Pittsburgh."

Just beyond the "Grand View" is the highest single elevation on this trip, 2,908 feet, at the Bedford Co.-Somerset Co. line, which runs from northeast to southwest along the crest. This is hardly a conventional "summit," but rather the top of a high plateau. Deep valleys, glens or ravines cut the landscape in curious fashion, some of them forming beds for small mountain streams flowing in different directions. In this section are some of the densest forests along the route, oftentimes crowding close to the highway.

The descent of the western slope is even more gradual than the grade on the eastern face, amounting to only 480 feet in somewhat less than six miles, which brings the tourist into the mountain village of Buckstown. We have now passed from the domain of streams flowing east or south into a region drained principally toward the north and west. The highway passes through a sparsely-settled country, with occasional fine views, making a gradual descent to cross Stony Creek at the village of Kantner. The creek here is a tributary of the Conemaugh, and the latter of the Kiskiminitis River, which flows into the Allegheny at Freeport, about 25 air-lines northeast of Pittsburgh.

To and Over "Laurel Hill"

The principal camping site of the Forbes expedition, between Fort Bedford and Ligonier, was on Stony Creek in this vicinity; but nothing now remains to mark its location. Stoystown, the old village, about a mile west of the stream, received its name from the fact that it was laid out by a Revolutionary soldier named Stoy. The section between this point and Laurel Hill, the next mountain range, is an upland plateau traversed by several small streams.

A few old buildings, which were probably taverns, wagon-stands, or tollhouses in the busy days of the turnpike, are noticed along the roadside; but none of them have much distinctive character. Most of the settlements here are comparatively recent, having been made since coal has been extensively mined in this part of Somerset County. The principal transportation is furnished by the Johnstown division of the Baltimore & Ohio R.R., connecting the Pittsburgh division of that system at Rockwood, between Cumberland and Connellsville, with the main line of the Pennsylvania at Johnstown. Now, as a hundred years ago, the old Pike is the only means of east-and-west transportation through this section.

Shortly after leaving Jennerstown, the route begins a fairly long ascent of the eastern slope of Laurel Hill, in the course of which there are several curves, which should be taken under full control. The summit, 2,684 feet, is the highest point on the remaining distance to Pittsburgh; along the crest of this ridge, or plateau, trending from northeast to southwest, is the dividing line between Somerset and Westmoreland counties. This section is very wild and almost uninhabited; the atmosphere is unusually clear and exhilarating.

A number of flat, smooth rocks from 60 to 90 feet long, and of varying widths, are noticed on this hill, and nowhere else along the entire route. David Eby, the old wagoner, already quoted, states that in the olden days horses often slipped, fell and were injured in the effort to draw the heavy loads over these rocks. The modern motor car speeds over them on a smooth macadam surface.

Photo by F. E. McCreary, Bedford, Pa.

OLD STONE BUILDING, 4¼ MILES WEST OF BEDFORD

The road in front is the historic Philadelphia-Pittsburgh route. In the extreme right of the picture, passing the other side of the house, is the beginning of the "Old Glade Road," leading southwest

Descending the western slope of Laurel Hill, the last steep grade on the section of the route (and the last of all except for the descent from East McKeeseport to Turtle Creek, when almost into Pittsburgh), we come into the village of Laughlintown. Looking ahead, the tourist can now see the outlines of the beautiful and historic Ligonier Valley, through the greater part of which flows Loyalhanna Creek, the general course of which is followed into the town of Ligonier.

In the August issue of Motor Travel, Mr. Bruce will deal specifically with Fort Ligonier, and the highway to and through Greensburg, completing this series to Pittsburgh in the September number.

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Road Conditions in Connecticut

From a Recent Survey by the Chief Roadman of the Club

The Boston Post Road is open and in good condition to New Haven. John Street, in Bridgeport, has been cut through from Park Avenue to Water Street and is hard surfaced, running parallel with Fairfield Avenue. Motorists going through Bridgeport will avoid the congestion on Fairfield Avenue by a jog right and left at fountain from Fairfield Avenue on Park into John Street.

There is a good hard-surfaced road from Darien to New Canaan, also from New Canaan to Ridgefield and from New Canaan to Bedford via Poundridge.

The Norwalk Valley route between Norwalk and Danbury through Branchville is in fair condition.

The Aspetuck Valley route between Westport and Easton is very scenic but quite rough in short stretches.

From Bridgeport to Danbury, via Easton to Bethel, the road is good to Easton and fair through Redding Ridge to Danbury. A better way to go from Bridgeport to Danbury and also connect with the inside trunk line to Waterbury is to go out North Avenue through Stepney to Newtown. The above route is also the best way to go from Bridgeport to Waterbury at the present time, as the road is closed between Seymour and Naugatuck on the Naugatuck Valley route.

To reach Waterbury from New Haven, motorists are going through Woodbridge and Bethany, connecting with the trunk line at Naugatuck.

There is also a good way to Waterbury from New Haven by going through Cheshire to Milldale, then over the Southington Mountain, which is in excellent condition.

From Brewster to Waterbury, via Danbury and Newtown, is all open and in good condition.

From Danbury through New Milford, New Preston and Litchfield to Torrington, the road is all hard surfaced, with very fine scenery, especially through the Litchfield Hills.

From New Haven to Hartford, via Wallingford and Meriden, the road is open and in good condition, excepting a short stretch on the Berlin Pike.

From Waterbury to Hartford, via Southington, Plainville and Farmington, all good hard surface.

Construction between Farmington and Avon. Open for traffic, but very rough.

Hartford to New Britain through Elmwood is closed. Fair detour through Newington.

The Connecticut Valley route on the west side, between Saybrook and Hartford has construction in progress at Haddam on the lower Killingworth road, which is closed. Southbound traffic should continue up Higganum Hill, turning left at top and joining trunk line at Carlsons Corner. This detour is very good.

The road is closed between Meriden and Westfield; the detour posted is fair. Mansfield Center to Warrenville is under construction near Ashford; traffic can pass at its own risk.

The Bridge at New London is still closed; the contractors are hoping to have it finished and open about August 15th.

Motorists are using the east side of the Thames River to Norwich in preference to the west side, and when the bridge is open, most of the traffic will go that way.

The road is closed from Groton to Pequonock, and the detour is down around Eastern Point, which is all hard surfaced, and the distance is not much greater. With a fine view of New London Harbor, this is, in fact, the best way to go in the summer time.

Motor Police are very active on the trunk lines through Connecticut and a great many arrests have been made in the past three weeks. Motorists should look out for officers in automobiles and motorcycles, and, in some places, two men ride motorcycle with side car and pull in front and run thirty miles per hour, and when the motorist attempts to go by, is immediately handed a summons.

Places where the police are most active:

Boston Post Road, all the way to New Haven.

On the New London Road at East Haven.

On the New Haven-Hartford Road at North Haven.

On the Hartford-Springfield route through Windsor Hill, Warehouse Point and Longmeadow. The officer is in a Paige car.

Side Trips on the Boston Post Road

There are a great many side trips that can be made along the Post Road, leading off the main beaten paths, both along the shore and inland, passing the estates and summer homes of wealthy New Yorkers. Among these, the following will be found particularly enjoyable:

From Larchmont down around the Manor and Yacht Club.

From Mamaroneck around Orienta Point.

From Rye through Oakland Park to Rye Neck and Forest Avenue to Portchester.

From Portchester to Byram Point and Field Point.

From Greenwich through Bruce Memorial Park, winding along the shore on good macadam surface, back to the Post Road at Mianus. After crossing the Mianus Bridge, there is a good road along the shore of the Cos Cob River to Elias Point through the shore villages of Riverside and Sound Beach and back to the Post Road at Stamford.

From Stamford, the run to Shippan Point is interesting, also to Westcott Cove and Holly Pond.

From Darien to Scott Cove, Rowayton, Wilson Point and Roton Point, then across the bridge at South Norwalk and down to Gregory Point and Seymour Point.

From East Norwalk, there is a good road which follows close to the shore, crossing the Saugatuck River at Saugatuck to Greens Farms, connecting with roads to Cedar Point, Sherwood Point and Frost Point, thence along the shore to Southport, with a number of pretty drives through the Village of Southport.

Fairfield Beach can also be reached on a good road.

Motorists can avoid the congested section of Bridgeport by going straight on at the Library in Fairfield, then through the beautiful Greenfield Hill section, entering the outskirts of Bridgeport on North Avenue, which is followed over Hospital Hill into Barnum Avenue and on to Stratford.

Bridgeport is widely known as an industrial center, but many motorists do not know that it is also called the Park City. A delightful drive will be found by turning south from the Post Road on Park Avenue and going through Seaside Park on the shore drive.

From Milford, there is a fair road which goes along the shore through Woodmont to Savin Rock and through West Haven to New Haven.

From East Haven, connections can be made on fair roads to Brightview, Morgan Point and Short Beach.

From the Post Road, betweeen Branford and Guilford, there are a number of fair roads which radiate to Pine Orchard, Indian Neck, Stony Creek and Sachem Head. Hammonasset Beach and Grove Beach can be reached from Clinton.

From Saybrook, there is a good road, running down on Cornfield Reef to Fenwick.

From Lyme, there is a road 75 per cent hard surfaced, which goes through Black Hall, South Lyme, Niantic and Graniteville to New London.

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Highway Measures Before Congress

A RECENT report to the *Evening Post*, New York, summarizes the legislative situation on various road measures as follows:

Over two score of bills already introduced in the special session of the Sixty-sixth Congress make evident the positive demand that is developing all over the United States for nationalized highways and more complete control of Federal expenditures on roads by the Government.

Though the extra session is yet young, some forty bills having highways as their major theme have been dropped into the legislative hopper, while more than a score of others which deal with the road situation to a greater or lesser degree are now on file.

Chief among these in interest, of course, is the measure of Senator Charles E. Townsend, of Michigan, providing for a national system of highways, a Federal highway commission, and a thorough study of the principles governing transportation.

This bill was first introduced at the last session. Since then it has been subjected to a nation-wide criticism, with the result that numerous powerful organizations have gone on record favoring it as a bill which treats the subject in the broadest manner and with due consideration for the varying needs of the respective States.

Evidently the present bureau plan of Federal road administration does not now meet with country-wide favor, as, aside from the Townsend measure, several others have been introduced which would create a radically different form of control. For instance, Senator Wesley Jones, of Washington, calls for the creation of a department of public works which would, among its other duties, include all that is now done by the Bureau of Public Roads. Representative Osborne, of California, would create a department of Federal highways and establish a national highway system, while Representative Reavis, of Nebraska, introduces in the House the same measure as sponsored in the Senate by Mr. Jones.

Senator Morris Sheppard, of Texas, is the author of one bill calling for a military highway along the Southwestern border, while Representative Hayden, of Arizona, also would have the War Department at once undertake a survey and investigate the need for a boundary road. Representative Hudspeth, of Texas, has about the same idea, except that he would not delay in starting the building of such a military highway.

Senator Jones, of Washington, would have a survey of the entire Pacific Coast for the purpose of investigating the need of a military road. He would also survey and locate a military and post road from St. Louis, Mo., to Olympia, Wash.

Representative Lea, of California, proposes a highway for military coast defense purposes along the northern Pacific Coast of his State, to be known as the Roosevelt Highway. Mr. Hawley, of Oregon, seconds this idea and calls for the construction of the Roosevelt Highway along the coast of his commonwealth.

Senator Shields, of Tennessee, would authorize the Secretary of War to prepare a preliminary plan for a system of improved national highways, keeping in mind possible future military requirements.

Representative Robison, of Kentucky, asks for an increase of $1,000,000 to present Federal Aid Road act appropriations, while Representative Ferris, of Oklahoma, believes that $400,000,000 should be added.

Many of the Rocky Mountain State Representatives have fathered measures which would provide for the sale of public lands for use in road improvement, one of the most important of these bills coming from Senator Phipps, of Colorado.

There are a number of bills which call for special appropriations for the construction of national park thoroughfares, memorial roads and military highways.

Delegate Kalanianole, of Hawaii, contends that this territory should participate in the distribution of the money appropriated under the Federal Aid Road act.

Senator King, of Utah, believes that the national forests should be returned to the Department of the Interior, instead of being administered by the Department of Agriculture, which arrangement, it will be remembered, traces back to the Roosevelt Administration, when the change was made to meet the wishes of Gifford Pinchot, the then chief forester. A powerful sentiment undoubtedly exists for the return of the forest reserves to the Secretary of the Interior.

Road Conditions to the Berkshires

Motorists leaving New York via Central Avenue will encounter construction just beyond Yonkers Avenue. The road is also closed between Harts Corners and White Plains, the detour for White Plains being to turn right at Harts Corners and cross railroad at Hartsdale Station. Take the first left turn into Walworth Avenue and follow same to White Plains. For Elmsford and the Saw Mill River Road turn left and follow winding road to Elmsford.

The trunk line from White Plains north through Armonk, Bedford, Ridgefield to Danbury, is in good condition. There is a good, hard surfaced road north from Valhalla through Kensico Cemetery, Hawthorne, Thornewood, Pleasantville and Newcastle Corners to Bedford. From Bedford through Goldens Bridge, Purdy's, Croton Falls to Brewster, the road is in excellent condition.

The Saw Mill River Road is free from construction and in good condition through Briarcliff, Yorktown Heights, Lake Mahopac, Pawling and Amenia to Millerton. There is a good, hard surfaced road from Brewster through Mill Plain to Danbury, and the same condition prevails between North Salem and West Branch Reservoir. There are three miles of rather poor dirt road from Peach Lake to the Danbury Road.

From Danbury to Waterbury the surface is first class. From Danbury through New Milford, New Preston, Litchfield to Torrington, the roads are all open and in excellent condition.

The Naugatuck Valley route from Waterbury north to Great Barrington is in fine condition, and is now the best approach to the Berkshires. Two sections of road are now under construction on the direct road between Torrington and Norfolk, and the best way between these two points is via Winsted, over all hard surface.

Construction is in progress between Amenia and Sharon, also between Millerton and Lakeville. The road is closed from Lakeville to Salisbury. The detour provided is very poor and, in places, dangerous. The Under Mountain Road is still unfinished, and the route from Salisbury to Sheffield is being used as a detour; this is a dirt road, and not at all good.

From Millerton north through Copake to Hillsdale is hard surface to Mt. Rige, then poor, rutted dirt to Copake. From this point on to Hillsdale good surface prevails.

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THE ASSOCIATED TOURS

TWELVE AUTOMOBILE TOURS are outlined in the following pages of "Motor Travel," as suggestions to motorists who wish to enjoy touring at its best. These routes were planned, after careful inspection by the Roadman of The Automobile Club of America, to include the most beautiful scenery and the finest highways, together with hotel service of the very best.

Route	Page	Route	Page	Route	Page
Adirondack Tour	32	Maine Tour	40	Real Tour	48
Cape Cod Tour	34	New York-Chicago Tour	42	Capitol Tour	50
Granite State Tour	36	Post Road Tour	44	Ideal Tour	3rd Cover
Green Mountain Tour	38	Scenic Tour	46	New Jersey Tour	4th Cover

Each Tour has its distinctive attractions—all of them have won the praise of experienced tourists. The maps show the main and secondary roads, the principal towns, convenient stopping points and the recommended hotels.

For booklets and further information, apply to the BUREAU OF TOURS,

THE AUTOMOBILE CLUB OF AMERICA, 247 West 54th Street, New York City

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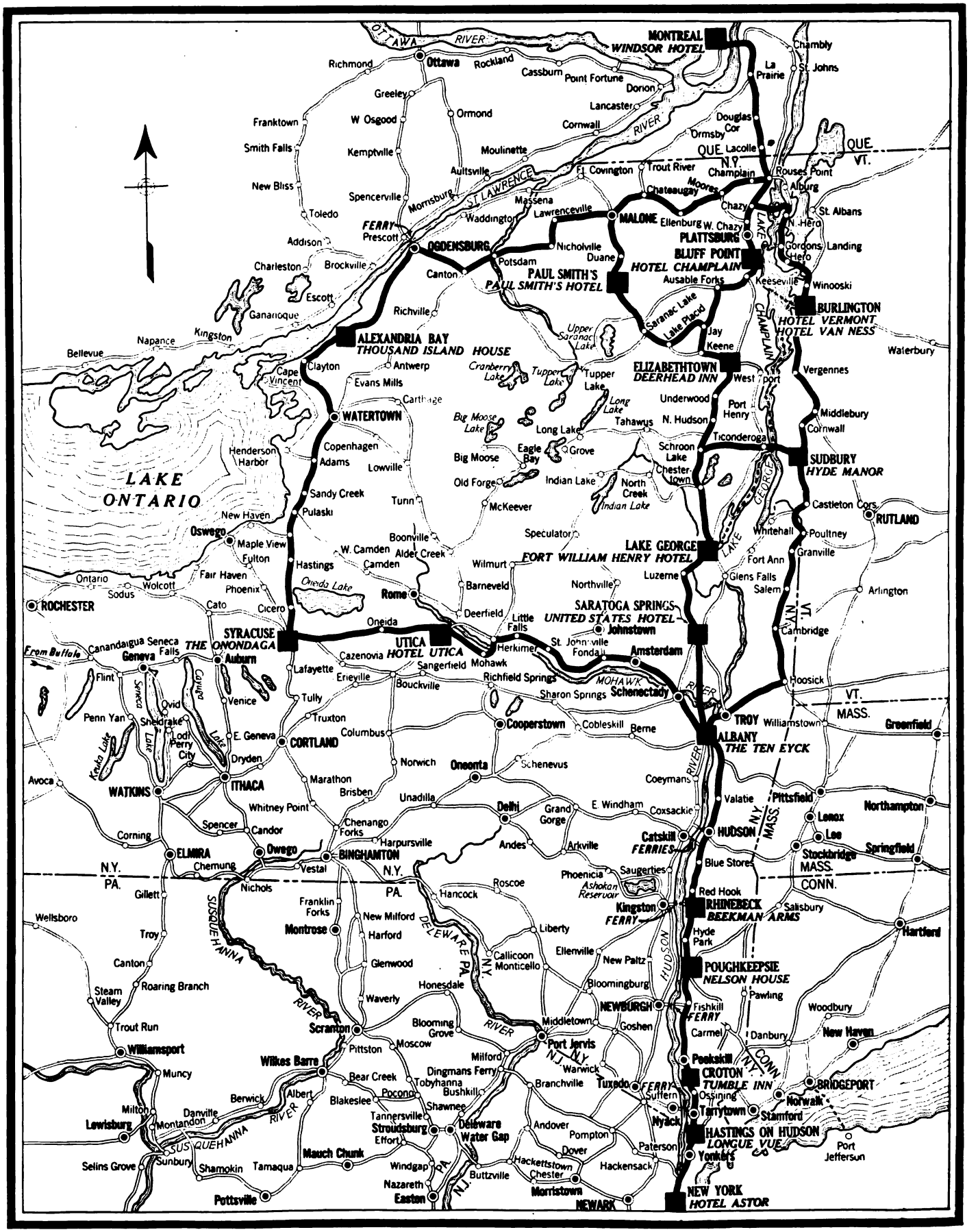
The ADIRONDACK TOUR



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Hotel Astor
Times Square, New York City
Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Deer Head Inn
Elizabethtown, N. Y.
Ben Stetson, Proprietor

Longue Vue
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Hastings-on-Hudson, N. Y.
Claremont, Riverside Drive, N. Y. City, same management

Hotel Champlain
Bluff Point, N. Y.
Jos. P. Greaves, Manager

Tel. 123 Croton

"Tumble In"
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John F. Jenkins, President

Canada's Leading Hotel

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700 Rooms
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Under same management
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Open throughout the Year

Hyde Manor
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On direct route between the Adirondacks and the White Mountains and Berkshires

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A. H. Rennie, Manager

Paul Smith's Hotel
On Lower St. Regis Lake
Paul Smiths, N. Y.

United States Hotel
Saratoga Springs, N. Y.

Thousand Island House
Alexandria Bay, N. Y.

Fort William Henry Hotel
Lake George, N. Y.
Charles A. Douglass, Manager

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Roof Garden Restaurant—Dancing
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Headquarters, Automobile Club of Utica
200 Rooms
200 Baths

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The CAPE COD TOUR

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The CAPE COD TOUR

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Providence, R. I.

Fred Mansfield
Proprietor

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Good Service

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Same Management as
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J. Linfield Damon
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Hotel Belmont

West Harwich, Mass.

Opens June 15

Closes Sept. 15

Hotel Somerset

Commonwealth Avenue

Boston, Mass.

Frank C. Hall, Manager

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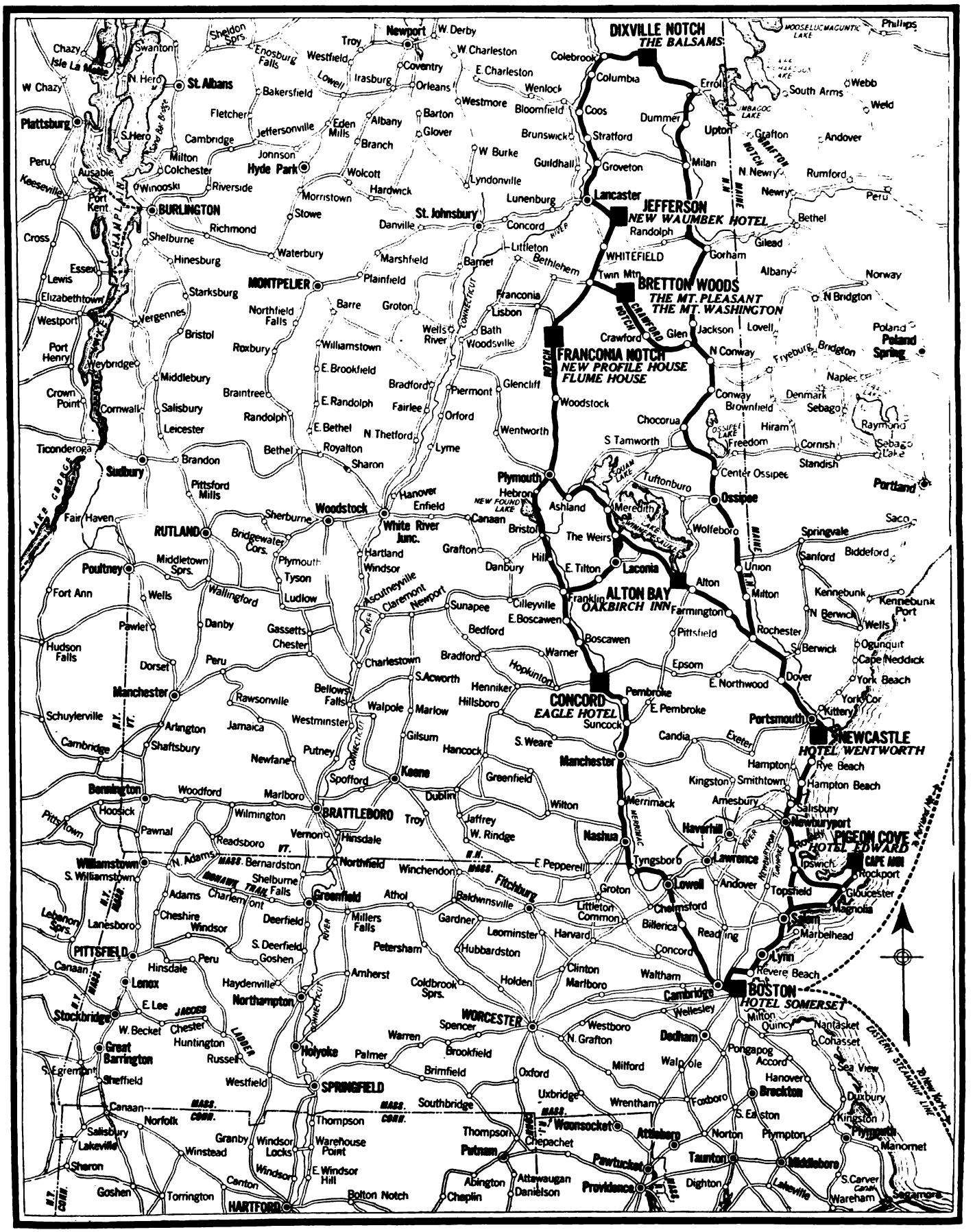
The GRANITE STATE TOUR


DIXVILLE NOTCH
THE BALSAMS
LANCASTER
JEFFERSON
NEW WAUMBEK HOTEL
WHITEFIELD
BRETTON WOODS
THE MT. PLEASANT
THE MT. WASHINGTON
FRANCONIA NOTCH
NEW PROFILE HOUSE
FLUME HOUSE
ALTON BAY
OAKBIRCH INN
CONCORD
EAGLE HOTEL
NEWCASTLE
HOTEL WENTWORTH
PIGEON COVE
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CAPE ANN
BOSTON
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MONTPELIER
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PLYMOUTH
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BERLIN
GORHAM
GILEAD
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POLAND SPRING
NEWPORT
ST. ALBANS
ST. JOHNSBURY
BARRE
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WHITE RIVER JUNC.
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NORTHAMPTON
HOLYOKE
STOCKBRIDGE
LENOX
WILLIAMSTOWN
GREAT BARRINGTON
PLATTSBURG
HYDE PARK
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MIDDLEBURY
VERGENNES
WINOOSKI
ESSEX
COLCHESTER
ISLE LA MOTTE
SWANTON
ST. ALBANS
N. HERO
S. HERO
MILTON
JOHNSON
MORRISTOWN
STOWE
WATERBURY
RICHMOND
SHELBURNE
HINESBURG
STARKSBURG
NORTHFIELD FALLS
WILLIAMSTOWN
ROXBURY
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CANAAN
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ASHLAND
MEREDITH
CENTER OSSIPEE
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TUFTONBORO
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SUNAPEE
CLAREMONT
NEWPORT
CHARLESTOWN
WALPOLE
ALSTEAD
WESTMORELAND
HINSDALE
BELLOWS FALLS
SPOFFORD
KEENE
SWANZEY
JAFFREY
PETERBOROUGH
HANCOCK
GILSUM
MARLOW
HILLSBORO
HENNIKER
BRADFORD
WARNER
HOPKINTON
CONCORD
PEMBROKE
SUNCOOK
EPSOM
NORTHWOOD
DOVER
ROCHESTER
SOMERSWORTH
BERWICK
KITTERY
PORTSMOUTH
EXETER
HAMPTON
RYE BEACH
HAMPTON BEACH
SEABROOK
KINGSTON
SMITHTOWN
AMESBURY
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SUNAPEE
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NEWPORT
CHARLESTOWN
WALPOLE
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HOPKINTON
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Manager.

The Mount Washington
Bretton Woods, N. H.

C. J. Root, Manager

Hotel Wentworth
Newcastle, N. H.

H. W. Priest
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New Profile House and Cottages
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Accommodations for 450 Guests

Management of
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All Outside
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New England's Most Beautiful Highland Lake

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At the southern end of
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A high class hotel for
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Season June 19 to October 1

The Mount Pleasant
Bretton Woods, N. H.

C. J. Dunphy, Manager

New Waumbek Hotel
Jefferson, N. H.

Frank Shute, Proprietor

18 Hole Golf Course

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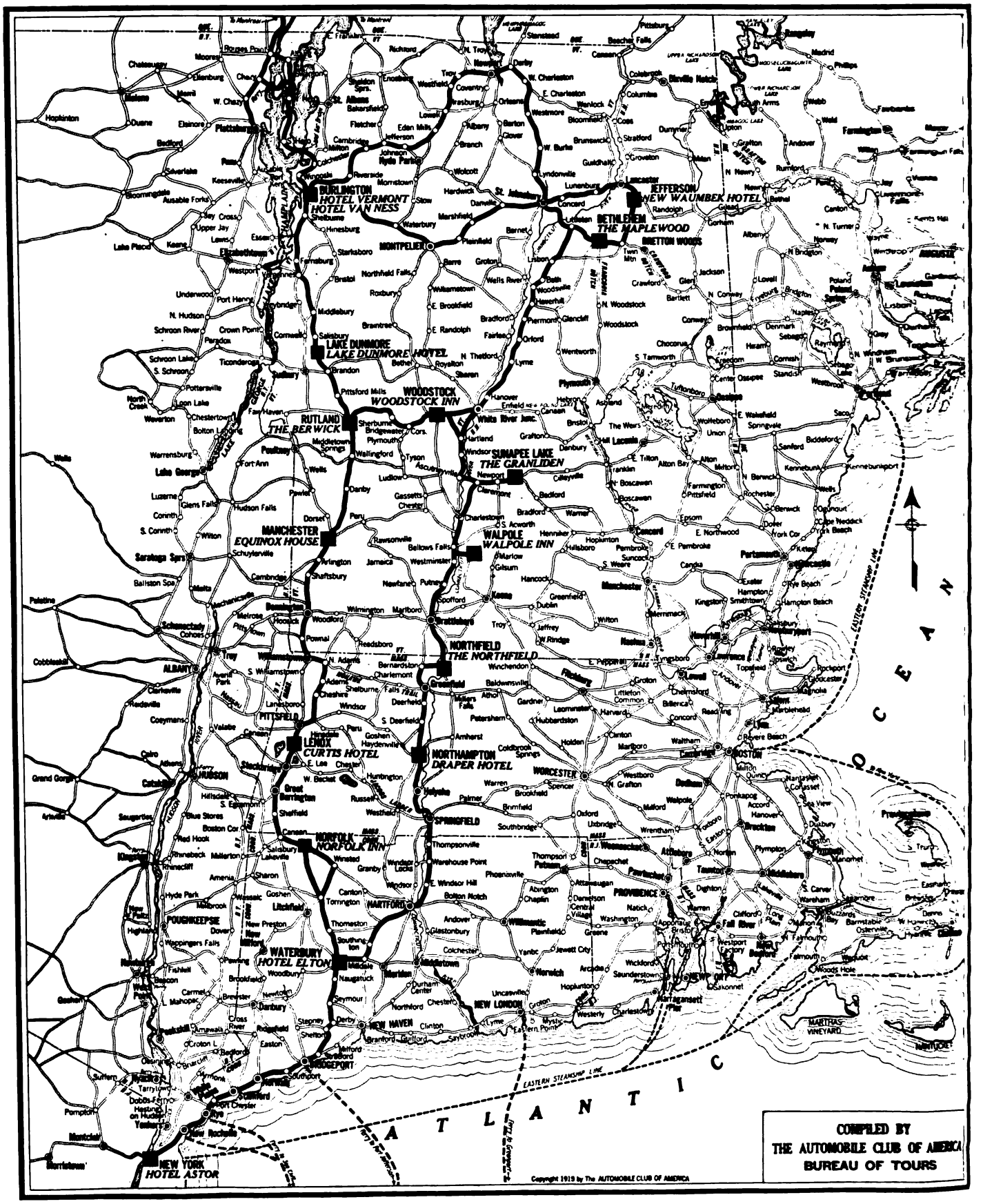
The GREEN MOUNTAIN TOUR



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Through the most scenic sections of Vermont, Massachusetts and Connecticut

Hotel Astor
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Renowned Cuisine

F. A. Muschenheim — 1000 Rooms 700 Baths

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A. E. Dick, Manager

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On the direct route from Saratoga, Lake George—via Manchester and Rutland, Vermont, to the White Mountains

Arthur B. Wilder, Manager

Curtis Hotel
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Hotel Draper
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William Kimball, Manager

New Waumbek Hotel
Jefferson, N. H.

The Hotel De Luxe of The Mountains
Season June 29 to October 1

18 Hole Golf Course
Frank Shute, Proprietor

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The MAINE TOUR

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The MAINE TOUR

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Commonwealth Avenue
Boston, Mass.
Frank C. Hall, Manager

Chateau Frontenac
Quebec, Que.
F. McMahon, Manager

Hotel Wentworth
Newcastle, N. H.
H. W. Priest, President
C. A. Judkins, Manager

The SamOset by the Sea
Rockland Breakwater, Maine
Open June 25th, close Sept. 9th
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Rines Brothers, Proprietors
Carlton Glidden, Manager

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Bar Harbor
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Across Frenchman's Bay from Bar Harbor

Grindstone Inn
Winter Harbor, Maine
John A. Sherlock, Manager

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Open July 1st, close Sept. 16th
Ricker Hotel Co., Proprietors
J. F. Sanderson, Manager

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Poland Spring House
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Mansion House
Open all Year

Home of the Famous
Poland Water
Poland Spring, Maine

The Riccar Inn
Open all Year

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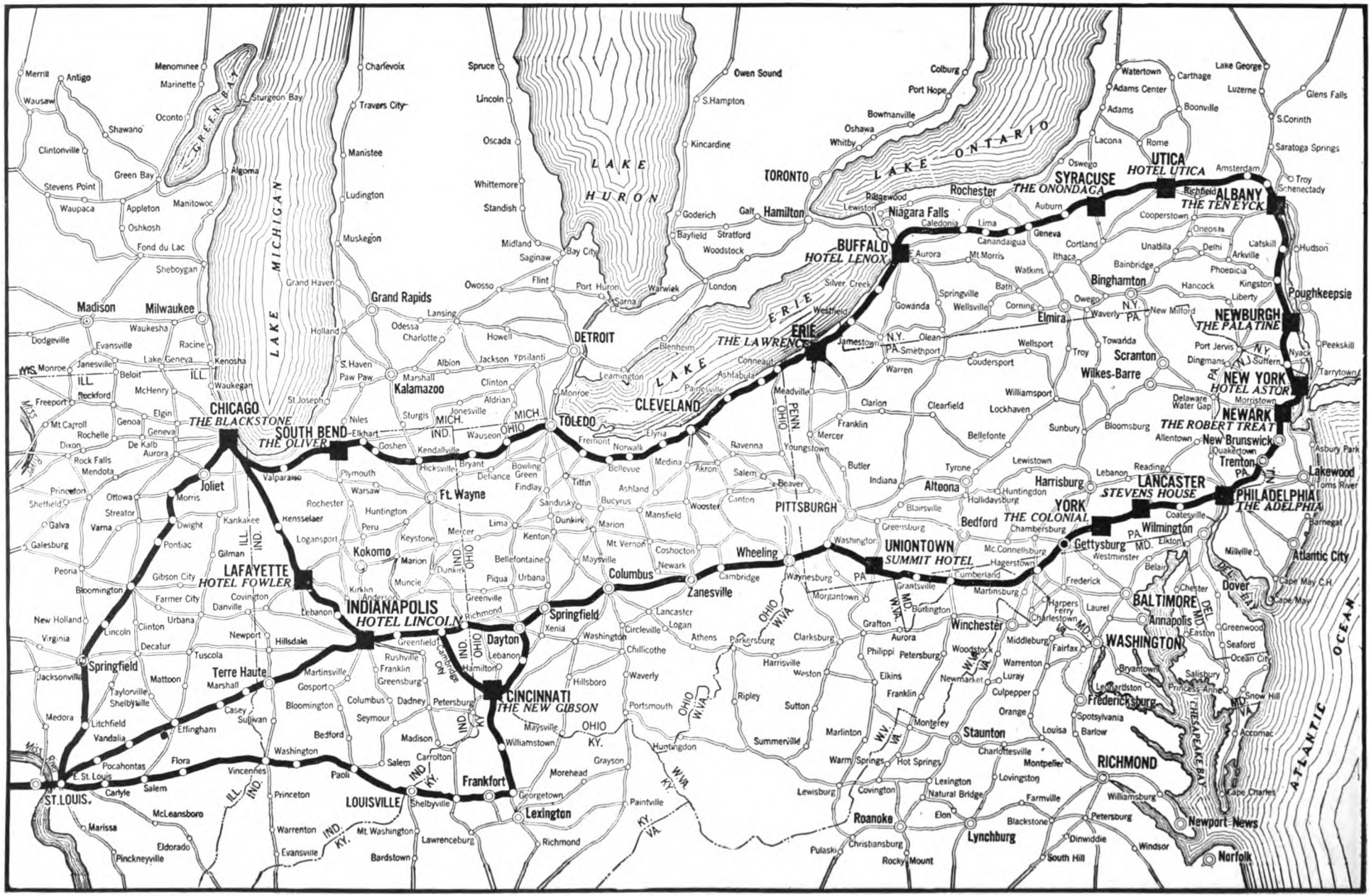

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Hotel Astor
Times Square, New York City

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms, 700 Baths

The Blackstone
Chicago, Ill.

The Drake Hotel Company
Owners and Managers

The Palatine
Newburgh, N. Y.

N. H. Bain & Co., Proprietors

Hotel Lincoln
Indianapolis, Ind.

William R. Secker, Proprietor

The Ten Eyck
Albany, N. Y.

A. H. Rennie, Manager

Hotel Henry Watterson
Louisville, Ky.

Robert B. Jones, Manager

Headquarters, Automobile Club of Utica

Hotel Utica
Utica, N. Y.

Office of President and Secretary
New York State Motor Federation
200 Rooms, 200 Baths

New Hotel Gibson
Cincinnati, Ohio

Official Cincinnati Terminus of the Dixie Highway
Home of Cincinnati Automobile Club
500 Rooms, 500 Baths

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Syracuse, N. Y.

Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager — 500 Rooms

The Summit Hotel
Uniontown, Pa.

The most beautiful resort Hotel between New York and San Francisco
Rates from $1.50

Hotel Lenox
North Street at Delaware Avenue
Buffalo, N. Y.

C. A. Miner, Manager — Modern, Fireproof, Convenient

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York, Pa.

R. McPherson, Proprietor
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The Lawrence
Erie, Penn.

Under same direction as Hotel Utica, Utica, N. Y.

Stevens House
Lancaster, Penn.

A. J. McConomy, Manager

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"The Best in the West"
The Home of the Motorists — Fireproof

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Chestnut and Thirteenth Streets, opposite Wanamaker's
Philadelphia

Adelphia Hotel Company
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The Robert Treat
Newark, N. J.

Charles A. Carrigan, Manager

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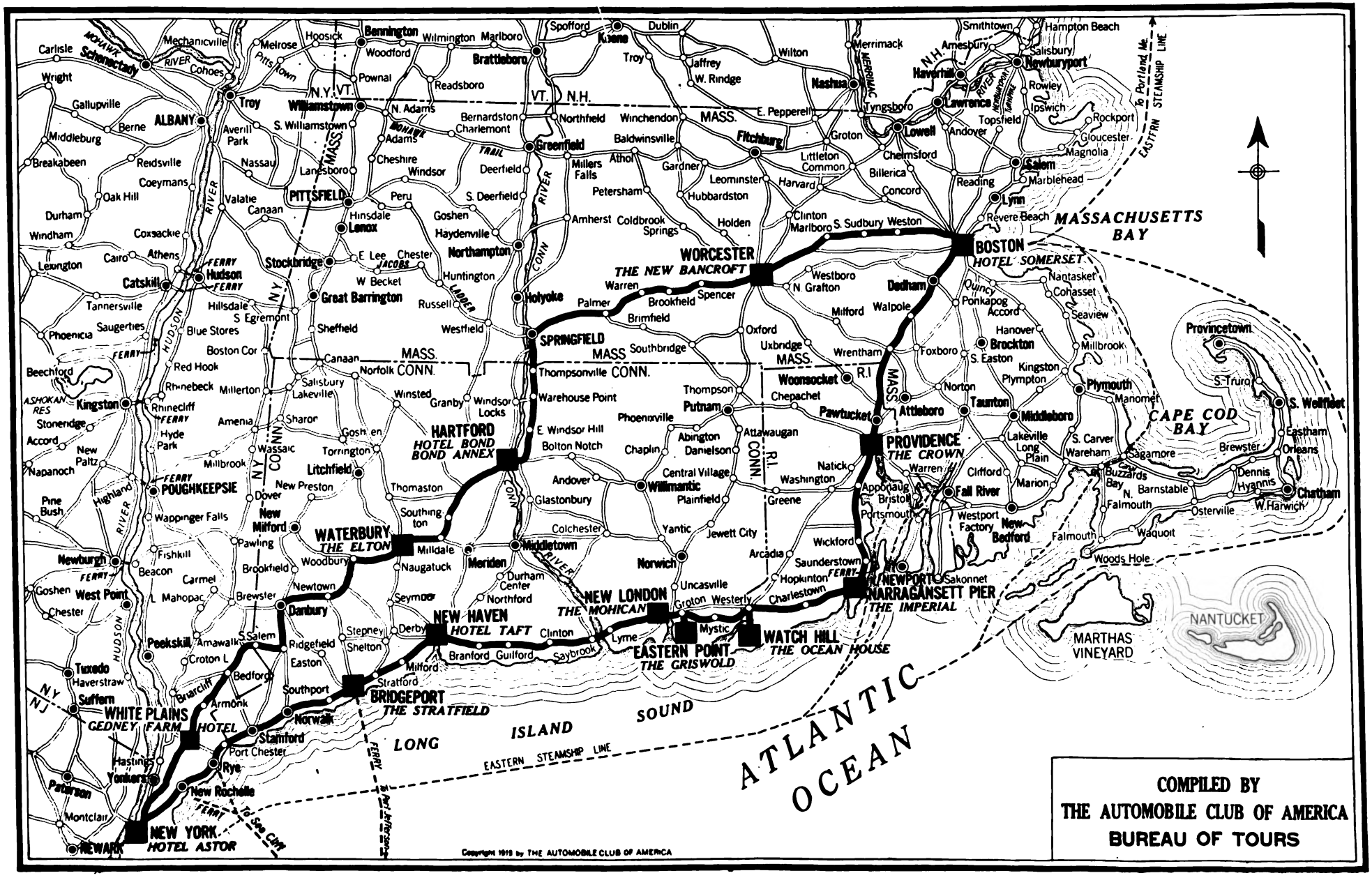

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Times Square, New York

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms 700 Baths

The Imperial
Narragansett Pier, R. I.

Golf — Garage

W. A. Nye

Gedney Farm Hotel
White Plains, N. Y.

Edward H. Crandall — Excellent Golf Course

The Crown
Providence, R. I.

Fred Mansfield, Proprietor — Fairness, courtesy, good service

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Music, Dancing and Cabaret — Finest Roof Garden in New England

The Mohican
New London, Conn.

F. B. Walker, Manager

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Almon C. Judd, Proprietor — In the scenic Naugatuck Valley

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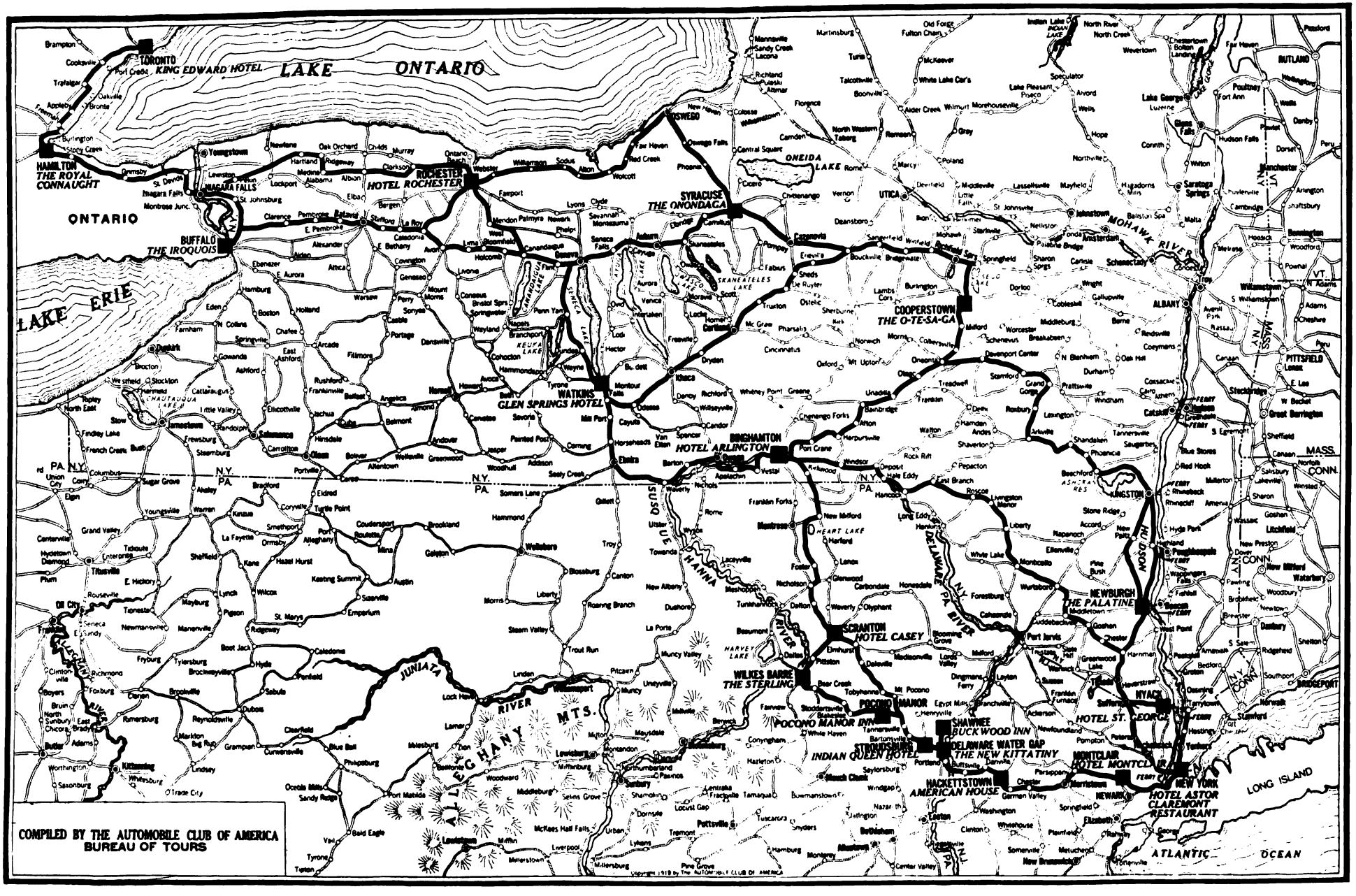

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Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Hotel Casey
"The Perfect Hotel"
400 Outside Rooms
350 with Bath
Starting Point for the proposed Lackawanna Trail
Scranton, Pa.
Fireproof Garage in connection with Hotel Casey Company
J. J. Schafer, Manager

Hotel Montclair
Montclair, New Jersey
Open the entire year
Frederick C. Hall Company
A la carte service in the English Grill

The Iroquois
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E. C. Green, Manager

American House
Hackettstown, N. J.

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Hamilton, Ont.
George H. O'Neil, Resident Manager

The New Kittatinny
Delaware Water Gap, Pa.
John Purdy Cope

King Edward Hotel
Toronto, Ontario

Buckwood Inn
Shawnee on Delaware, Pa.
C. V. Murphy, Manager

The Onondaga
Syracuse, New York
Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager
500 Rooms

Indian Queen Hotel
Stroudsburg, Pa.

Hotel Rochester
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Milton Roblee, Manager
Fireproof Garage adjoining accommodations for 200 cars

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J. W. Hurley, Manager

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On Otsego Lake
Cooperstown, New York
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The Sterling
Wilkes-Barre, Pa.
J. J. Lenahan, Manager

The Palatine
Newburgh, N. Y.
H. N. Bain & Co., Proprietors

Absolutely Fireproof
Fireproof Garage Adjoining

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235 Rooms
175 with Private Bath
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Hotel St. George
Nyack, New York

Glen Springs Hotel
Watkins, New York
William E. Leffingwell, President

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Riverside Drive, New York City
Management same as Longue Vue
Hastings-on-Hudson

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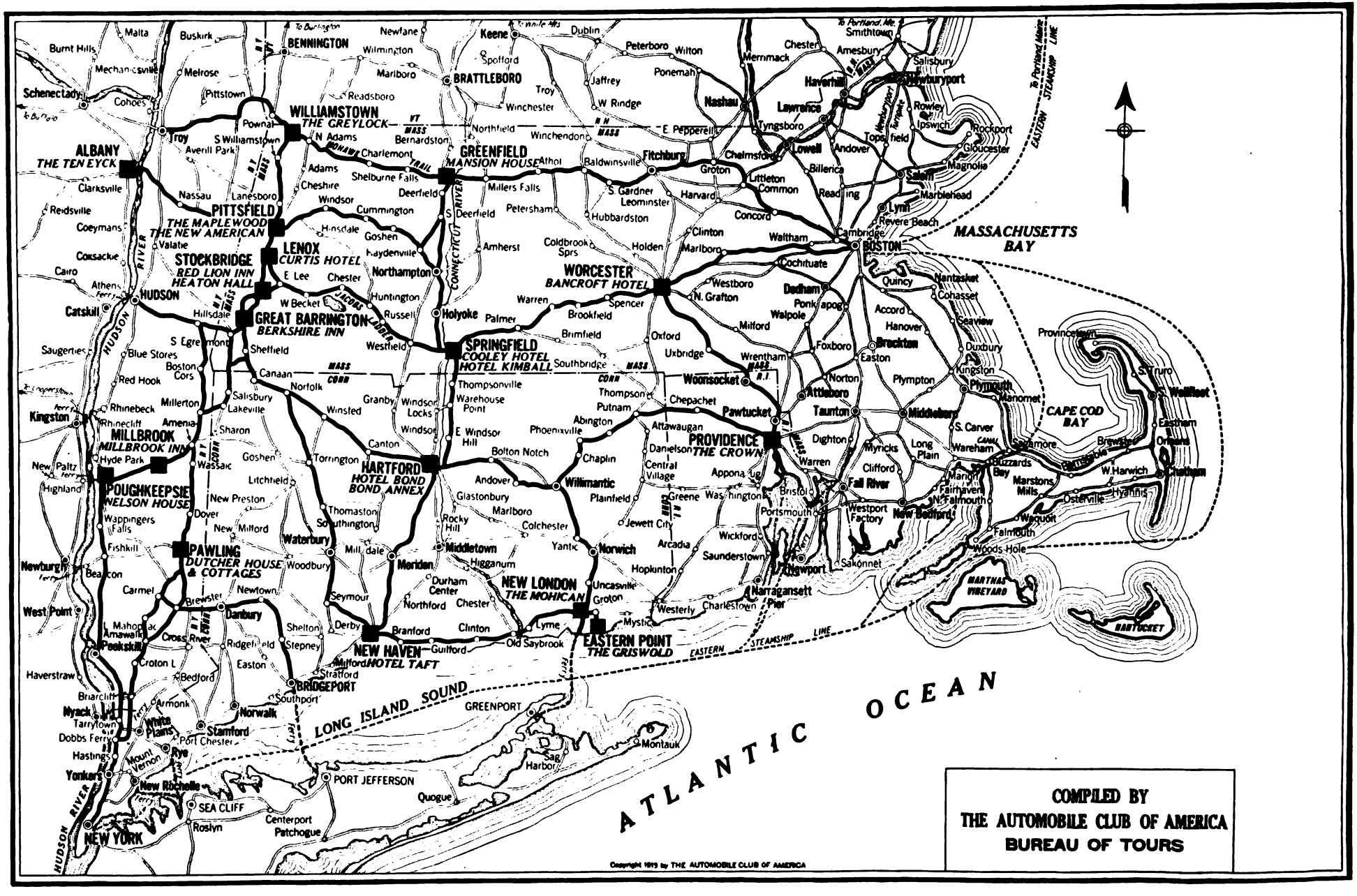
The REAL TOUR to the BERKSHIRES



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Open all year
Leland W. Blankinship, Lessee — Telephone, 34 Pawling

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Williamstown, Mass.
Henry N. Teague, Lessee

Nelson House
Poughkeepsie, N. Y.
Walter Averill, Proprietor — Open all year

Mansion House
Greenfield, Mass.
H. L. Wood, Proprietor — Open all year

Millbrook Inn
Millbrook, N. Y.
M. E. Sniffen, Proprietor — Open May 22

Cooley Hotel
Springfield, Mass.
Open all year

The Ten Eyck
Albany, N. Y.
A. H. Rennie, Manager — Open all year

Hotel Kimball
Springfield, Mass. — Open all year
George W. Sweeney, Managing Director
Fred. W. Peverly, Resident Manager

The Berkshire Inn
Great Barrington, Mass.
Caleb Ticknor & Son — Open May 25 to November 1

Hotel Bond Bond Annex
Hartford, Conn.
Harry S. Bond, Managing Director — Open all year

The Red Lion Inn
Stockbridge, Mass.
Allen T. Treadway, Proprietor — Open April 25

The Bancroft
Worcester, Mass.
Charles S. Averill, President and Managing Director — Open all year

Heaton Hall
Stockbridge, Mass.
Allen T. Treadway, Proprietor
W. G. Havill, Manager — Open June 16

Hotel Taft
New Haven, Conn.
Open all year

Curtis Hotel
Lenox, Mass.
Roscwell M. Curtis, Manager — Open April 25

The Griswold
Eastern Point, New London, Conn.
C. S. Krom, Manager — Open June 14

The Maplewood
Pittsfield, Mass.
Arthur W. Plumb, Proprietor — Open May 28

Hotel Mohican
New London, Conn.
F. B. Walker, Manager — Open all year

New American House
Pittsfield, Mass.
Plumb & Clark, Proprietors — Open all year

The Crown
Providence, R. I.
Fred Mansfield, Proprietor — Open all year

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The CAPITOL TOUR

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Hotel Astor
Wm. C. Muschenheim
The Plaza
Fred Sterry, Manager
The Biltmore
J. McE. Bowman

NEWARK
The Robert Treat
Chas. A. Carrigan

PHILADELPHIA
Hotel Adelphia
David B. Provan, Managing Director
The Bellevue-Stratford
Rittenhouse Hotel

WILMINGTON, Del.
Hotel DuPont
E. S. Toite, Director

BALTIMORE, Md.
Hotel Belvedere
J. F. Letton, Manager
The Stafford Hotel

WASHINGTON, D. C.
Congress Hall Hotel
Hotel Continental
A. W. Chaffee, Manager
Hotel Harrington
Hotel Powhatan
The New Ebbitt
Metropolitan Hotel
The Grafton
The New Willard
F. S. Hight, President
The Raleigh

FREDERICKSBURG, Va.
Princess Anne Hotel

RICHMOND, Va.
The Jefferson
O. F. Weisiger, Manager

FORTRESS MONROE, Va.
Hotel Chamberlin
George F. Adams, Manager

NORFOLK, Va.
The Monticello

LYNCHBURG, Va.
Hotel Carroll
The Virginian

WHITE SULPHUR SPRINGS, W. Va.
The Greenbrier
J. H. Slocum, Manager

HOT SPRINGS, Va.
The Homestead
C. S. Andersen

GROTTOES, Va.
The Grottoes of the Shenandoah

HARRISONBURG, Va.
The Kavanaugh

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Hotel Laurence

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YORK, Pa.
Colonial Hotel

LANCASTER, Pa.
Stevens House

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Ferry Schedules for the Motorist

Manhattan—New Jersey

West Shore Railroad	West 42d Street to Weehawken	About every 15 minutes.
West Shore Railroad	Cortlandt Street to Weehawken	
Delaware, Lackawanna & Western Railroad	West 23d Street to Hoboken	About every 10 minutes.
Delaware, Lackawanna & Western Railroad	Barclay Street to Hoboken	
Delaware, Lackawanna & Western Railroad	Christopher Street to Hoboken	
Delaware, Lackawanna & Western Railroad	West 23d Street to 14th Street, Hoboken	
Pennsylvania Railroad	Cortlandt Street to Jersey City	About every 10 minutes.
Pennsylvania Railroad	Desbrosses Street to Jersey City	
Riverside & Fort Lee Ferry Co	West 130th Street to Edgewater, N. J.	About every 10 to 20 minutes.
Dyckman Street & Englewood Ferry Corp	Dyckman Street to Englewood, N. J.	March 29 to Dec. 8. Week days, from 6 A. M. to 11 P. M., every half hour. Sat., Sun. and Holidays, from 6 A. M. to 12 P. M., every 10 minutes.

Manhattan—Brooklyn and Long Island

Municipal Ferry	Battery to 39th Street, Brooklyn	About every 20 minutes.
Brooklyn & Manhattan Ferry Co	East 23d Street to Broadway, Brooklyn	About every 20 minutes.
Long Island Railroad	East 34th Street to Long Island City	About every 10 minutes.

Manhattan—Staten Island

Municipal Ferry	Battery to St. George	About every 15 minutes.

Staten Island—New Jersey

Staten Island Railway Co	Tottenville to Perth Amboy	About every half-hour, 5.10 A. M. to 2.17 A. M.
Port Richmond & Bergen Point Co	Pt. Richmond, S. I., to Bergen Point, N. J.	Every 10 minutes.
New Jersey & Staten Island Ferry Co	Howland Hook to Elizabethport	About every 20 minutes, from 5.20 A. M. to 12.10 A. M.
Cartaret Ferry Co., Inc	Linoleumville to Cartaret, N. J.	Daily, every 20 minutes, from 10 A. M. to 7 P. M., June 14 to Sept. 15.

Staten Island—Brooklyn

Brooklyn & Richmond Ferry Co	69th Street, Bay Ridge, to St. George, S. I.	From Brooklyn on a half-hour schedule from 6 A. M. to 7:30 P. M. From St. George on a half-hour schedule from 6 A. M. to 7:30 P. M.

Schedules concluded on following page

To make the Looks outlast the Car use plain water, a sponge and

MOBO AUTO CLEANSER

A Pure Linseed Oil Soap

Write for Free Booklet, "How to Keep an Automobile Clean and Bright"

JOHN T. STANLEY CO., Inc.

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Carload Service

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Automobiles shipped to and from principal western points

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Baltimore, 412 Garrett Building
Chicago, - 446 Marquette Building
Pittsburg, - 435 Oliver Building
Detroit, - 527 Ford Building
St. Louis, - 1537 Boatmen's Bank Building
San Francisco, 855 Monadnock Building
Los Angeles, 518 Central Building
New Orleans, 203 Marine Bank Building

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Ferry Schedules for the Motorist

Continued from preceding page

Long Island Sound Ferries

Marine Operating Co.	RYE, N. Y., to SEA CLIFF, L. I.	Odd hours from Sea Cliff, 9 A. M. to 7 P. M. Even hours from Rye, 10 A. M. to 8 P. M.
Marine Operating Co.*	New Rochelle to Sea Cliff	
Bridgeport & Port Jefferson Steamboat Co.	Bridgeport, Conn., to Port Jefferson, L. I.	Daily. Lv. Port Jefferson 9 A. M. and 4.30 P. M. Lv. Bridgeport 1.30 and 6.30 P. M.
Montauk Steamboat Co. (U. S. Railroad Administration)	New London to Shelter Island and Greenport	Lv. Sag Harbor 6 A. M. and 12.15 P. M. Lv. New Londan 10 A. M. and 4 P. M.

New England Ferries

Hadlyme & Chester Ferry Co.	Hadlyme to Chester, Conn.	On signal. 7 A. M. to 7 P. M.
Interstate Transit Co., Inc.	Greenwich, Conn., and Oyster Bay, L. I.	Lv. Greenwich 8 and 11 A. M., 2 and 5 P. M. Lv. Oyster Bay 9.30 A. M. and 12.30, 3.30 and 6.30 P. M. On Saturdays, Sundays and Holidays an extra boat is run at 8 P. M. from Greenwich and 9.30 P. M. from Oyster Bay.
Jamestown & Newport Ferry Co.	Saunderstown to Newport, R. I., via Jamestown Island	Boats leave hourly from 7.30 A. M. to 7.30 P. M.
Newport & Providence Railway Co.	Bristol to Bristol Ferry	May 1 to Oct. 1 daily, about every hour from 8 A. M. to 6.15 P. M.
Thames Ferry Co. (The City of New London Municipal Ferry)	New London to Groton	Every 20 minutes, 5 A. M. to midnight.

Hudson River Ferries

North River Ferry Co.	Tarrytown to Nyack	Every hour, 7 A. M. to 6.30 P. M. On the hour from Nyack, half hour from Tarrytown.
North River Steamboat Co.	Tarrytown to Nyack	Every hour, 7.30 A. M. to 6 P. M. On the hour from Tarrytown, half hour from Nyack.
Garrison & West Point Ferry Co.	Garrison and West Point	About every 45 minutes, 7 A. M. to 7.30 P. M.
NEWBURGH FERRY	NEWBURGH to BEACON	About every 25 minutes from 6.19 A. M. to 1 P. M., then every 15 minutes to 8 P. M., then every 25 minutes to 11.40 P. M.
Poughkeepsie & Highland Ferry Co.	Poughkeepsie to Highland	Every half hour, 5.45 A. M. to 8.40 P. M.
Rondout-Sleightsburg Ferry Co.	Rondout to Sleightsburg	Every 5 minutes, 5.55 A. M. to 10.30 P. M.
Rhinebeck & Kingston Ferry Co.	Rhinecliff to Kingston	About every 40 minutes, from 6.40 A. M. to 10.40 P. M.
Catskill Ferry Co.	Catskill to Greendale	About every hour. See N. Y. C. time table.
Hudson & Athens Ferry Co.	Hudson to Athens	About every 30 minutes, 6.15 A. M. to 7 P. M.
Coxsackie Ferry Co.	Coxsackie to Newton Hook	About every hour, 7.45 A. M. to 6.40 P. M.

Lake Champlain

CHAMPLAIN TRANSPORTATION CO. (The U. S. S. R. R. Administration)	LAKE CHAMPLAIN	Lv. Burlington for Port Kent and Plattsburg about 5.30 and 8.45. Sundays 5.10 and 1.10. Lv. Plattsburg 6:45 and 3. Sundays 7 and 11.10 A. M. Lv. Port Kent 7.30 and 3.50. Sundays 7.45 and 12.

Lake George

LAKE GEORGE STEAMBOAT CO. (The U. S. S. R. R. Administration)	LAKE GEORGE	Lv. Baldwin 1.20 and 7.30. Sundays 1.20, making all intermediate stops and arriving at Lake George 4.40 and 10.50; Sundays 4.40. Lv. Lake George 9.50 and 4.15; Sundays 9.50. Arr. Baldwin 1.10 and 7.35; Sundays 1.10.

Miscellaneous

The Chazy Landing Auto Ferry	Chazy, N. Y., to Isle La Motte, Vt.	On signal. April 15th to Nov. 25th.
Wilmington & Penns Grove, N. J., Ferry	Wilmington, Del., to Penns Grove, N. J.	About every hour on the hour, from 6.30 A. M. to midnight.
Tolchester Steamboat Co.	Tolchester Beach to Baltimore, Md.	Daily service leaving Baltimore at 9 A. M. and 2 P. M. and leaving Tolchester at 10.45 A. M. and 4 P. M., except on Wednesday, Thursday, Saturday and Sunday when the hour is 7 P. M. instead of 4 P. M.

* This ferry not running when this number of MOTOR TRAVEL went to press.

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GIVE SERVICE AND SAVE MONEY

WE MAKE OLD ONES NEW

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Through this same department you can get any kind of insurance in any amount on jewelry, household goods, house, garage, accident, compensation, bealth, etc., etc.

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For Sale and Exchange

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WANTED

HOUSE BOAT, for the season, with option to purchase. Medium size, with or without engine. Full particulars, when built, rental desired, purchase price for cash, photograph, etc.

212-SK—1916 eight-cylinder Stearns-Knight Sedan.

236-D—1914 six-cylinder, 35 H. P. Daimler; perfect condition; open, cabriolet, landaulet type of body, made by King & King, Hammersmith.

241-R—Six-passenger 35/45 Renault cabriolet, open or closed, as desired. Practically like new. Palmer cord tires, also two extra, all in good condition. Car now on dead storage in London.

245-SK—1917 Stearns-Knight. A smart-looking car; fixed Victoria top; five seats; front seats fold out of sight, covered by rolling shutters. Ready for service.

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

249-H—1916 Hudson Super Six sedan; new slip covers; newly painted. Good mechanical condition.

250-R—1912 Renault, shaft driven, 30 H. P. runabout car. Has not been driven over a thousand miles. Also a four or five passenger touring body, now on the car.

251-M—45 H. P. Mercedes limousine, chain driven, 1909 model. Mahogany interior, built by Rothchilds, of Paris. The car is fast.

253-S—Model 4-C Stutz Sport 4-passenger touring car. Wire wheels, electric starter and lights. Motor rebuilt, car repainted, and not used since. Has not been used this year.

254-P.A.—1916 Pierce-Arrow touring car. Up to date in every respect.

255-C—Cadillac 1915 touring car, with extra winter top (Sterling), recently repaired and painted.

256-C—1915 Cadillac touring car. Fine mechanical condition.

257-C—Late model Cadillac, Victoria, run very little. Very stylish.

258—One set of five Houk wire wheels and hub for Hudson speedster, 32 x 4½. But little used.

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MECHANICAL REPAIRING of every character from the smallest adjustment to complete overhauling, also COACH WORK, PAINTING and UPHOLSTERY

When YOUR CAR needs attention again, it will be to your advantage to have an inspection made by the Club and an estimate of cost prepared, for which no charge is made.

Repair Department — The Automobile Club of America
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ON SENECA LAKE
OPEN ALL YEAR

WATKINS, N. Y.

Wm. E. Leffingwell
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A MINERAL SPRINGS HEALTH RESORT AND HOTEL

The Pioneer American "Cure" for Heart Disorders

The only place in this country where the Nauheim Baths for Heart and Circulatory Disorders are given with a Natural Calcium Chloride Brine

The treatments, under the direction of physicians, are particularly adapted to HEART DISEASE, Circulatory, Kidney, Nutritional and Nervous Disorders, Rheumatism, Gout and Obesity. Hydrotherapy, Electrotherapy, Massage.

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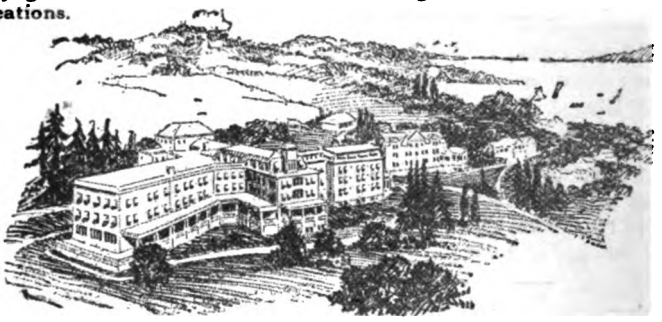

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RATES

Car with wheel base under 100", 40c., including driver,
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NO WAITING 2 modern ferry boats, each with a capacity of 20 cars, make trips in eight minutes

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FERRY BUILDING, NEWBURGH

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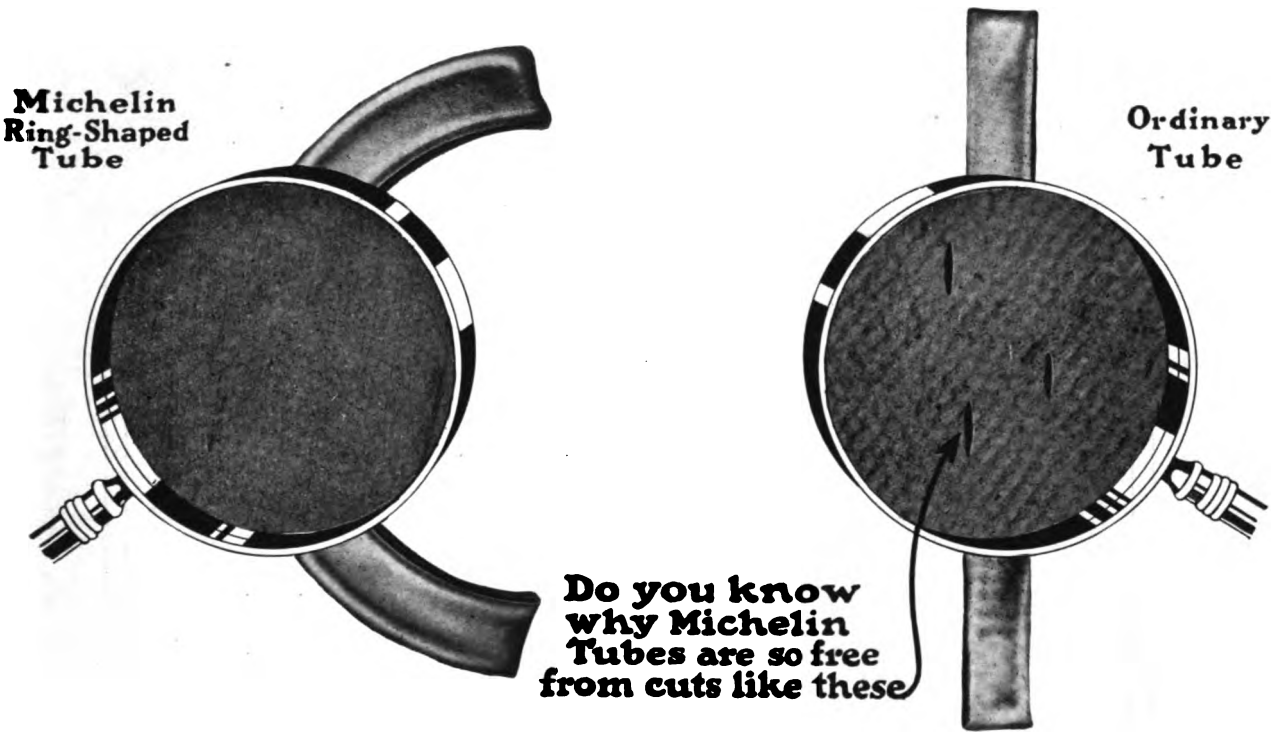
MICHELIN Toughness



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This superiority of Michelin Tubes is due to their unequalled toughness—which you can test for yourself by cutting such old tubes as you may have or can borrow from your tire dealer. You will find Michelin Tubes far more difficult to cut than other makes. In fact, you will find it almost impossible to cut Michelin Tubes even with a sharp knife.

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MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Vol. XI August, 1919 No. 5

CONTENTS

OVER THE HIGHWAYS TO WINDMILL LAND 7
A Trip to Old Cape Cod
Florence M. Pettee

A 5400-MILE TRIP TO YELLOWSTONE PARK AND THE PACIFIC COAST 11
Lieut. E. O. Cudmore, R.A.F.

PRESENT DAY MOTORING CONDITIONS IN CHINA 13
E. H. Wakefield

NOTES ON ROAD CONDITIONS 14
O. M. Wells

THE HISTORIC PHILADELPHIA-PITTSBURGH HIGHWAY—PART XXVI 17
Robert Bruce

OFFICIAL NOTICES 20

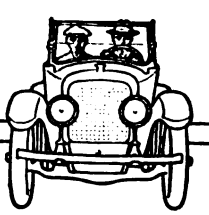
BUREAU OF TOURS NOTICES 23

PREPARING THE CAR FOR THE LONG TRIP 25

THE ASSOCIATED TOURS 31

FERRY SCHEDULES FOR THE MOTORIST 52-53

MEMBERS' CARS FOR SALE AND EXCHANGE 55



MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

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Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR
Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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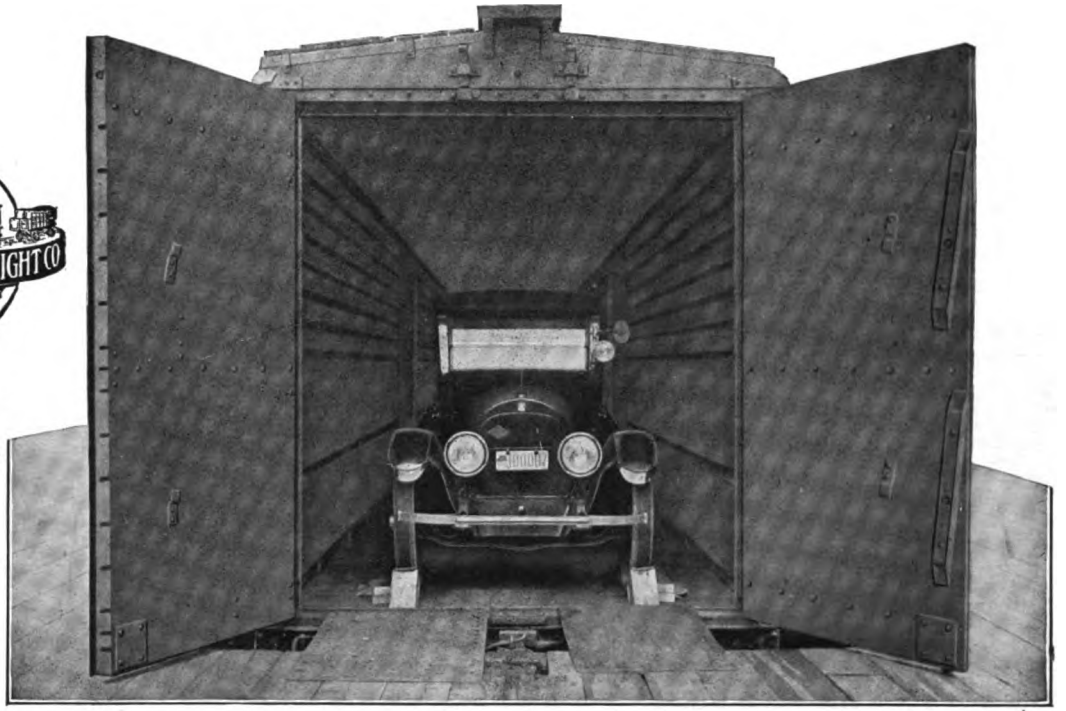

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TO test a cheap tire: Inject the air-pressure of the advertisement inside the tire, and see what happens.

Of course, an equitable adjustment allows you to try it again, but if you haven't a mania for testing tires, the sensible way is to get Kelly-Springfield Cords at the start.

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MOTOR TRAVEL

Over the Highways to Windmill Land

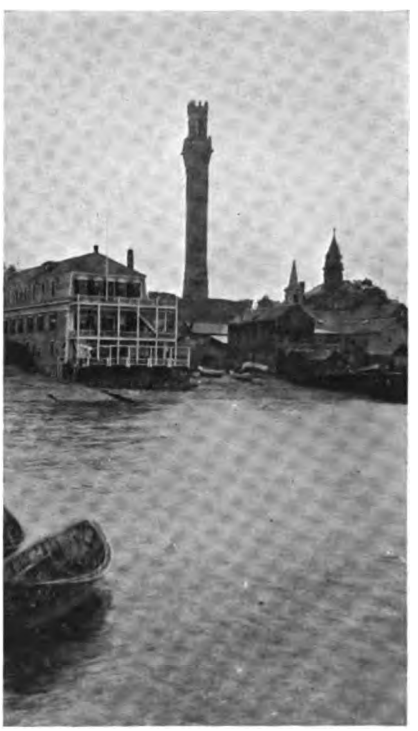
A Trip to Old Cape Cod

Florence M. Pettee

NEW ENGLAND teems almost to the point of satiety with super-excellent vacation attractions for even the seasoned car-pilot. There is, for example, pineclad, rockbound Maine, and a Franconia Notch or Bretton Woods famed throughout the country; there are charming fresh water lakes from the Rangeleys to landlocked Sunapee and the great Champlain; there are mountains of no inconsiderable height and grandeur, as well as shore resorts aplenty to suit any taste. But nothing in New England offers quite so quaint a flavor as the run to the tip of Cape Cod and Provincetown. This happy hunting-ground is unique in every respect and is banded by roads of the finest.

The excellent Post Road coursing by the Sound will introduce you expeditiously to this fascinating Land of Windmills. You may go directly to Providence and thence to the Cape through Fall River and New Bedford, which will probably prove most convenient to motorists, or you may stop off at Narragansett Pier and then proceed up to New Bedford by way of Newport. This latter route includes two breezy ferry rides across Narragansett Bay affording some of the finest scenery along the Sound, and adding a delightful tang of the sea as a preparatory whiff for the real Cape Cod flavor. A view of the harbor often includes a goodly squadron of battle-gray ships at anchor, silhouetted against naval bases and other Government stations ashore. Though Newport is by no means merely a summer haunt, the waters in vacation time are gaily afloat with many a fine yacht and clean-cut sailboat.

Through sequestered Tiverton to the erstwhile famous whaling-port, New Bedford, the fine macadam pilots the way. This city still possesses its old piers and mariner-haunted squares suggesting Portsmouth across the continent within the shadow of the Golden Gate. But New Bedford has hearkened to the march of the times, so that her newer section is entirely cosmopolitan and up-to-date. The oil-king, Henry Rogers, practically rebuilt Fairhaven, so the result is a picturesque town with a suburban flavor which might well be one of the lesser Jersey sites set down on the threshold of Buzzards Bay. The "place of rest," Mattapoisett, indeed lives up to its name. Its tall arching green trees not only cool the road but hide clustering houses whose white coats and green blinds are repeated in every little Cape town. Its village square and inviting greensward are so typically New England.



AT THE TIP OF THE CAPE—THE PILGRIM MONUMENT

At Wareham you virtually pass through the Gateway to the storied Land of the Windmills. Cape Cod regales you with all that scrubby woods, sea, lakes and real country can crowd into an ever-pleasing landscape. While it has no scalable mountains, its sand dunes are unique and peculiarly typical. The majesty and the strange grandeur of these mere sand-heaps are amazing. They suggest the Nile in its dry season, Sphinx-guarded, cryptic, alone. Nor are sleeping-powders necessary to transform them into minareted cities, Indian obelisks or far-stretching Mexican adobes. Acres of the sands have been planted by the government in grasses, which persistently force their coarse hairs undiscouraged through the unbroken smoothness of miles of sand.

Now excellent roads wind through that one-time impenetrable country

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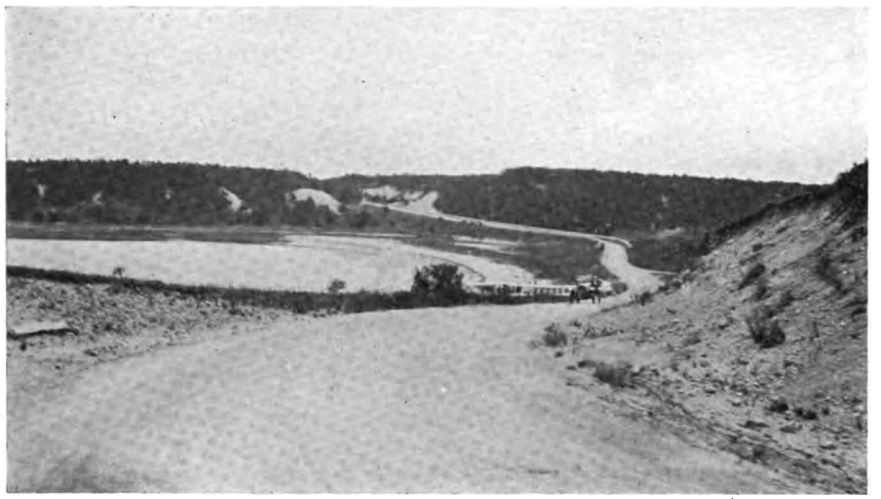
where Thoreau walked out the secrets of this long arm three decades ago—a real achievement for those days. The black band of a road *passe-partouts* the frequent sand piled hills, high-browed in their green, scraggy fir-trees. It is a never-ending source of surprise that so fair a state road



THE ROADS ARE OF THE FINEST

can run so carelessly and casually through such sequestered picturesqueness. And these smooth roads are quite unbroken by detour signs or hordes of repair-men forever cutting up roadbeds and landscape.

The entire run is historic, sylvan and restful. Its sea-washed shores are dotted by quaint and prosperous hamlets, whose sturdy inhabitants have turned many a desolate bog into thrifty cranberry meadows valued at a thousand an acre. A Hooverized supply of names proves sufficient for the various Cape towns, as each is amplified in true mariner fashion by different points of the compass. The peaceful streets, arched over with cool and ancient trees, invite you to loiter by their enticing, swaying signs of Tea-room and Tea-barn. For, ironically enough, the one-time habitat of the antiquated horse is now dispensing hospitality to the devotees of the steel horse. The dwellers of many a farm-house fashion delectable lunches to order and serve you from pedigreed, squatty china. Under the gnarled apple-trees, tarts and jam melt away before appetites whetted by the tang of sea-breezes.

If your time is limited you may run directly to Hyannis on the South Shore from Barnstable, but an unhurried trip will enable you to outline the whole Cape by going south from Buzzards Bay. Joseph Jefferson was a familiar figure here during the last years of his life, as his magnificent summer home near Gray Gables and other famous residences overlooked the Bay. His final resting-place nearby in Sandwich is marked by a boulder of his own selection. En route to the plenteous Falmouths the well-kept surface stands out glossy black against its tawny seasand bed. Occasionally the sand banks are buttressed back from the road with rustic logs. One spot in particular shows this new form of corduroy near an overhead railroad bridge whose outlines are rendered unusually attractive by a profusion of ivy. Where outside of England could you hope to find mere railroad bridges ivygrown? Yet New England in no way apes old England. And her Cape Cod is inimitably its unaffected self.

Along the way flowers, fruit and other farm produce are temptingly arranged to catch the eye of passing motorists. A bushel of apples adds a pleasant note to the landscape, even though it might not always appeal as a purchase. Near the Dennis prefixed by West this roadside custom develops into full-fledged open air gift-shops. One lawn bristles with *Antiques*, from stuffed furniture and gilded mirrors to Delft china and warming-pans. Another becomes a miniature shipyard of full-rigged barques and brigantines. But this happy innovation reaches its crest in the displays of whirligigs by the dozens. The roadway is literally fanned by the windmills and other windtoys twirling so merrily in the breezes. What a pity that all necessities cannot be thus displayed by the roadside! What a comfort it would be to lean over the edge of the tonneau, cast a critical eye about, and complete the bargain in a twinkling! Unfortunately the weather-man would be too pitiless a landlord except in superlative California, where no rain falls for seven months at a time.

No souvenir is more typical of Cape Cod than the windmill, and every gift-shop throughout the Cape makes a specialty of these attractive pigmies. There are some half dozen ancient windmills scattered about and these originals are sterling examples of the survival of the fittest. Unarmed are some, for tired with decades of element buffetings, they wearily drooped until some understanding miller finally laid them to rest. At old West Yarmouth is the master-Pilgrim mill, superbly armed. This giant patriarch is truly unique and is set in a plot by itself where its cleated, stretching arms have ample space to disport themselves artistically against the sky. The dark, weatherbeaten shingles are beautifully overgrown with ivy and moss while the picturesque note is again accented by the wooden wheel at the end of the long pole. Even Holland does not show this type of windmill, although the mill was originally borrowed from her. The old mill at Chatham is probably most scenically located. From a lofty eminence overlooking far stretches of the Atlantic its silent arms look down on farm and elegant shore

THE ART COLONY IS MUCH IN EVIDENCE AT PROVINCETOWN

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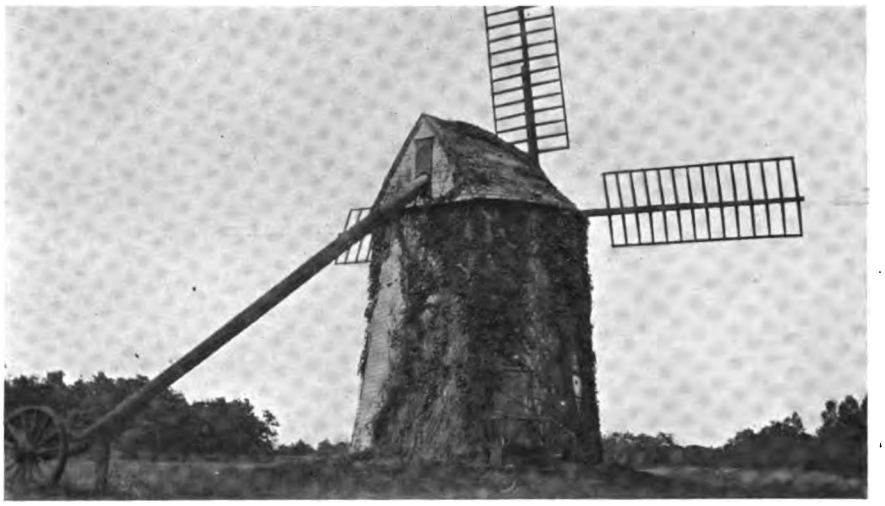
residence. The sheer quaintness of the few surviving relics stands out above all other landmarks to typify Cape Cod in a way which no mere numbers could ever do.

No point of Massachusetts juts so far eastward as Chatham, sometimes called the "graveyard of ships." The treacherous coast here and off Monomoy Sand Bar, while spelling disaster for such a luckless fleet, has likewise contributed to the extreme beauty of Chatham's location. Her sands are of the whitest, comparable only with the Maine coast and with the Silver Strand of del Coronado in California. The breakers, growling and roaring ominously, show but the infrequent sails of certain hazardous spirits bent on adventure, and her Twin Lights are famed along the coast.

The road from the elbow to the Tip of the Cape reels out swift changing scenery; deep-rolling hills, sharp curves hidden by nurseries of coming pines, glinting goldenrod cooled by the purple flames of asters, and ever the dip beyond, ever the frequent glimpse of deep blue sea ahead or on either side. Salt breezes add a tang to the steering wind. It all mingles well and seems a part of the fleeting sandscape. Eastham was once the scene of Nature's attempt at a Cape Cod Canal. In 1717 the ocean actually gnawed its way through to the bay, thereby isolating the rest of the Cape on an island. Only by dint of energetic labor did the inhabitants fill in the ditch and restore the coast line.

Wellfleet is the place of steep grades, deep waters, community-houses and persisting sands. Its chief interest lies in the decadence of its name, the "whalefleet" of early times being scarcely recognizable in its present day cognomen. Here it was that the notorious pirate Bellamy and 140 of his cut-throat buccaneers were decoyed upon the rocks and destroyed along with the bad ship *Widah*. Its neighbor, South Wellfleet, awoke one morning to find an enormous school of 1,500 blackfish driven high and dry on their shores. The great catch was sold for $15,000 and the proceeds divided among the three hundred inhabitants with a truly socialistic spirit.



ONE OF THE PATRIARCHS

You can well imagine what a "true row" it would be from Provincetown to Truro. At North Truro a winding road leads to the haunt of the bayberry candle-dipping. This quaint industry makes possible many fragrant souvenirs, and the idea that good luck will be wafted from the pleasant smelling smoke-wreaths is consistently charming. The masses of blue-gray bushes along the way interestingly show the berries in their natural state.

PLYMOUTH IS RESTFUL AND FULL OF HISTORIC SPOTS

From a magnificent cliff under the brow of the Highland Light is one of the most breath-taking views imaginable. Ah, that glimpse where the edge falls off! There are two hundred feet of sheerest, nearly perpendicular bluff, then—a long, undulating shelf of the whitest sand as far as the eye can reach. Lying flat and close to the edge with the winds sweeping over, your amazement hangs suspended over the magnificence of this embanked view. Strata upon strata bespeak the age of this bluff; wave upon wave retell the eons of the tide. The expanse is Prussian blue, clean-brushed against a tender sky. Then an ultramarine softens into sea-greens, impartially intermingled with lapis and camelia-like combers, until your mind fails to turn, kaleidoscopic, to reblend the mass. Nor is it necessary. Wind and tide are the Great Kaleidoscope.

On towards Provincetown a sudden burst of ocean breaks full to the left. To the right range after range of Mexican-like sand dunes wobble unevenly by. Sentinel houses, scrubby sands, and then, the Lone Grenadier towers above the nestling village. The Provincetown Grenadier is young in years, but ancient in story. The far sea romanticism of its Sienese lines is but an every-day, practical reminder of the repleteness of its historic ways. For as much as Plymouthites hate to admit it, it was in Provincetown harbor that the Mayflower first dropped anchor and the Compact of Government was drawn up and signed.

The one street, as narrow as those of Venice, is edged with quaint houses, closely huddled, between which curious boats poke their interested noses. Hotel and humble fisher-cottage jostle pier and fruit-stand. This commercial street is the Ponte Vecchio of the Cape with its ever-present souvenir-shops and food-purveyors. The running-boards nearly scratch the sidewalks, and passing another car has to be charted in advance. Wary pedestrians dodge hither and yon. Particularly after the Boston boat docks does the street swarm with holiday-seekers,

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THE MILL POND AT CHATHAM

intent on "doing" the town in three hours. They count themselves decidedly fortunate if they chance to glimpse the old town-crier. A fitting landmark he is as he swings his clanging bell and calls out some town notice!

Provincetown, protected by tawny crenelations of sand, was the haven of fishermen in early colonial days before the tourist had been appraised of its unmatched quaintness. Today many a fishing-smack comes in laden with haddock, cod, bluefish, mackerel and seabass. These are frozen solid and then sent for any distance and any length of time. The creaking gulls and crumbling piers with their barnacled piles are the delight of everyone from tourist to artist, and many a canvas in the National Academy carries you vividly back to the old whaling-port.

A direct testimony to its indescribable charm are the thousands of artists who encamp in Provincetown each year. From Hollyhock Lane to the Breakwater, from the First Landing-place to farthest pier, you see the Art Colony, you hear them, you smell them. Smocked in all the intermediate hues of the spectrum, with hose to match—or to clash—they flock in "schools" before you. Whenever you discover a new object to be magnified on the landscape, it bobs up, besmocked and be-easled, painting in mile-a-minute or inch-an-hour strokes. Yet the artists by no means monopolize the old fishing town. It extends an ever-welcoming hand and lures back in a mysterious fashion all who have once fallen under its magic spell.

With real reluctance you turn the radiator nose away from Provincetown, back over the enticing road to Orleans. Along the North Shore you discover more panoramas of the ocean, and more rolling stretches, dappled with fresh water lakes and clustered hamlets. Certainly this shore is not one whit behind the South Shore in perfect roads and lovely vistas. You are surprised to learn that the Priscilla of colonial times really lived at Barnstable instead of at Plymouth.

There is something uncanny about that casual sign at Sandwich reading in its matter-of-fact way *To the Canal.* The big ditch at Sagamore is not unique in any picturesque way,

GREAT TREES, QUAINT STREETS AND TINY WHITE HOUSES ARE TYPICAL

but it commands respect and a lively interest. The shaving down of navigation mileage in a most appreciable way classifies it as a big engineering feat. The stream is river-wide, its man-made character speaking out from the slant of its banks and from the straightness of its topography. The bridges crossing this artificial waterway are examples of up-to-the-minute construction, and the passage of the New York boat is one of *the* nightly events.

The rugged bluffs along Manomet Point fittingly suggest the "stern and rock-bound coast" of that second—and permanent—Landing-place of the Pilgrims. The sea has now receded many feet from the historic Rock where Mary Chilton first set foot, and the peaceful harbor little depicts the rigors of that first winter. But the fragrance of the past hangs heavy over Plymouth and the town well deserves a visit. It is quiet, it is restful, and, above all, it is the Mecca of eager family-tree hunters. It bears the air of a deeds-of-the-past pride, even if authenticated only by a pewter mug of at least a century ago, or a brass knocker with a questionable date. Ancestry-worship is its Confucianism. The home of the Pilgrims bolsters its pride in its ancestry with a monument, a well-filled museum, and many a landmark dating back to troublous, pioneer days. Its old Burial Ground is particularly interesting. Here, overlooking the sea, sleep the first settlers beneath crumbling markers and almost obliterated, curious epitaphs. Dominated by the Standish monument across the bay lies Duxbury, whose early history is so closely interwoven with that of the Plymouth Bay Colony.

So the greatest charm of Massachusetts is to be found in creeping close to the mysteries of her long arm stretching eastward. The subtle allurement of the Cape, which reaches its crescendo in Provincetown, cannot be experienced in a hurried one-day trip. Its permanent magic grows as you stumble upon each new treasure. There is an indefinable something here which keeps you lingering, loath to depart, and makes you register a strong vow to run back again to the place of weird sand dunes, picturesque piers and whaling-boats, scrubby pines and sentinel windmills. That is the lure of Cape Cod—the inescapable beckoning arm of Windmill Land.

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A 5,400 Mile Trip to Yellowstone Park and the Pacific Coast

Lieut. E. O. Cudmore, R.A.F.*

AFTER visiting the Clubhouse of The Automobile Club of America, when we were passing through New York on our way home from the Old Country to Australia, we decided, in order to see as much of your country as possible in the time at our disposal, to drive across the continent to the Pacific Coast and to take boat from San Francisco, instead of doing the transcontinental part of our journey by rail.

A FRIEND WE MADE IN YELLOWSTONE PARK

The particular automobile we wanted to buy was not procurable in New York when we were in the city, but we were able to obtain one at the factory in Flint, Michigan, so that it was from that point that we began our 5,400 mile tour, on Wednesday, May 14th.

The first section of our tour headed eastward through southern Ontario to Toronto, over roads which at that time of year were in poor condition. From there we visited Niagara Falls and ran down to Buffalo where we turned west and followed the road along the southern shore of Lake Erie through Erie and Cleveland to Toledo. Then across the northern part of Indiana to Chicago, Illinois.

The run west of Chicago led us through Illinois to the Mississippi River and across Iowa to Omaha, Nebraska, and via the O. L. D. Trail to Denver, Colorado, and Colorado Springs, over the route given us by the Automobile Club of America. At Colorado Springs we tried Pikes Peak but it was still a little too early in the year and we were stopped by snow about 1,100 feet from the top.

After making some wonderfully scenic short runs in the Colorado Rockies we turned northwards to Cheyenne, Wyoming, and followed the rough and stony trail to Cody, running through the Shoshone River Canyon to the eastern entrance of the Yellowstone National Park. The Sylvan Pass took us two days to get through, one drift we crossed being no less than fifteen feet deep.

In the Yellowstone we had a thoroughly good time and were charmed with the superb scenery and the embarrassing friendliness of the wild animals. We succeeded in getting a good snapshot of one fine, great bear who insisted on sharing our stock of provisions with us.

The road southwest from Yellowstone Station, Idaho, the western exit from the Park, was pretty rough through St. Anthony to Idaho Falls, but somewhat better farther on via Blackfoot and Pocatello and very fair south of the Utah State Line through Corinne and Ogden to Salt Lake City.

Up to now we had experienced no trouble of any sort with our car, a brand new one, just out of the factory when we started from Flint, except that the Delco switch did not give satisfaction, and we were very much surprised at the excellent quality and state of the roads, in the main, until we struck the Iowa and Nebraska clay. Luckily we passed through this section in dry weather and so had no trouble.

From Salt Lake City, which at the time of our visit was en fête with a welcome to a convention of Rotarian Club Members, we ran to Grantsville and struck out over the Great Salt Lake Desert via Orr's Ranch and the short cut to Gold Hill, and thence over the main road to Ely, Nevada, a route recommended in preference to the much longer way south of the desert via Milford, Utah, and Osceola, Nevada. This section of the trip proved our most severe test and gave us our only serious car trouble. In addition to one cylinder cutting out, the Stewart system got grit under the atmospheric valve and finally a broken gasket put it out of action except as a gravity supply, with a capacity of two and a half or three and a half miles to each filling of the reservoir. One of the inlet valve cages rotated 180 degrees, also, while we were crossing the desert. Water can be obtained at some points on the Salt Lake Desert but it is most advisable to carry an extra supply of at least five gallons. One man we met had given his wife and child

THE CANYON OF THE YELLOWSTONE

the last of the water from his radiator to drink and had tramped seven miles to Orr's Ranch to obtain more. Had he known it, he could have got enough salt water close at hand to run the car in with.

West of the Utah line the natural roads of Nevada were better than we had anticipated. We travelled the old Lincoln Highway route via Frenchman's Station and past Carson's Link to Fallon and found good surface with some sandy patches. There is a newer route through this section but the one

*Lieut. E. O. Cudmore, who has kindly furnished the Club with the interesting account of his recent automobile trip across the country, is an Australian and served through the European war in the Royal Air Force, until, when his machine was shot down while manoeuvering over the German lines, he and his observer were badly wounded. On the armistice being signed Lieut. Cudmore was released from military service, and together with his brother, a member of the Australian Expeditionary Force, decided to return to their home in Melbourne, Victoria, via the United States.

The Bureau of Tours of the Club is glad to have had the privilege of being of some slight assistance to these two gentlemen in compiling their route across the continent.

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we followed is reported to be preferable. It continues to Carson City and over good mountain roads across the California line to Tahoe and westward to Placerville. This last bit is a wonderful road, 43 miles long with a fall of from five to six thousand feet.

A final run over typical California highway via Sacramento and Stockton brought us to the end of our trip across the United States at San Francisco, where we arrived on July 2nd, after what was to us a memorable and delightful tour of 50 days.

Highways Improved in Vicinity of Bear Mountain Park

Motorists were interested in the recent anouncement that the twenty-five mile drive from Tuxedo, N. Y., to Bear Mountain, passing through the Harriman section of the Palisades Interstate Park, has just been re-opened for motor traffic.

The road was closed for a few weeks while being re-surfaced, and now offers an ideal one-day motor trip from New York to Bear Mountain via Hackensack, Paterson, Suffern, Tuxedo and the park drive.

In addition to being a fine motor highway, motorists will find some points of special interest after leaving Tuxedo and entering the park. There are seven lakes on the park drive, some wholly artificial and others artificially enlarged.

At Lake Stahahe, which is the first lake one passes after leaving Tuxedo, over 1,100 children are in the camps of the Commission. These children come from the crowded districts of the city and live in rustic pavilions with open fireplaces built especially for them.

Although Bear Mountain Inn is seventeen miles from Lake Stahahe, most of the children are fed from Bear Mountain Inn by means of heat-retaining receptacles filled with food transported by motor over the park drive. Over 1,500 meals a day are served this way in the camps.

Cedar Lake, the largest of the park lakes, is 300 acres in extent and sets over 1,100 feet above tide-water. It is remarkable as a piece of engineering and also for its beauty.

After leaving Tuxedo, at the Kenchwanke Chain of Lakes, nearly 1,500 Boy Scouts are in the camps of the Commission. These camps are operated by the Boy Scouts of America and the boys live in the primitive style calculated to develop the boy physically. An educational program is conducted here.

Discriminating Against Motorists in a National Park

WE are advised by one of our members of a situation in connection with the Grand Canyon National Park in Arizona that needs vigorous attention by the head of the Department of Agriculture.

In the reservation referred to, the National Forest Commission has granted permission to the Santa Fé Railroad to build several roadways a distance of nine miles into the canyon.

When these roads were completed notices were posted forbidding their use by motorists. The Santa Fé Railroad appears to care only for tourists who travel by rail, and it provides horse-drawn vehicles to carry these passengers over the restricted roads to the canyon and the hotel at the end in which the Santa Fé System appears to be particularly interested.

Of course, the motoring public does not expect to have the free use of highways constructed at private expense. The automobile owner is paying and always has paid, through high taxation, for every public improvement by which he has benefited. The custom of paying, and paying high, is pretty well settled among motor car owners. The motorist appreciates the position of the Santa Fé Railroad, but finds it difficult to understand the mental processes of government officials who believe, in this year, 1919, that highways can be constructed anywhere in the United States from which automobiles can be excluded. The time for the application of such a policy expired twenty years ago.

Today the motor vehicle is the chief agency of highway transportation, and public officials who are intelligent will find a way to accommodate this traffic without doing injustice to railroad interests. It may be that purchase of the particular roads in question by the National Government offers the way out. In any event, a prompt removal of the vexatious restrictions is called for by a widespread public sentiment that will not be denied.

We are glad to record that, as in every other movement for the benefit of the motoring fraternity, the Automobile Club of Southern California is one of the leaders in bringing this injustice to the attention of the Washington authorities.

American Cars in Hankow, China

It will be interesting to know that there were on the first day of January, 1919, one hundred and twenty-seven licensed motor cars in Hankow, of which one hundred and seventeen were private and ten public cars. This seems to be a surprisingly large number, taking into consideration that there does not exist twenty miles of streets and roads suitable for the operation of motor cars. The roads suitable are almost entirely within the foreign concessions and include the cross as well as the main streets. This is an increase of 43 over the number that were registered twelve months ago. Of these cars 104 are of American manufacture. The car that is in demand is a light, medium priced one, and rarely can a heavy, high priced car be found. There are two electric cars in use, both of American make.

MOTOR TRAVEL is indebted to Consul General Edwin S. Cunningham, stationed at Hankow, China, for the above data.

Fording a Stream

Now and then in the course of an automobile trip a car has to pass through a stream, and the question is sometimes discussed whether the action of the water is harmful to the tires. The same question arises when a car is out in a heavy rain.

The United States Tire Company answers the question by stating that the effect of such a wetting is practically nothing at all, either for damage or improvement. At any rate the effect on the tire is not harmful. The two chief constituents of a tire are rubber and cotton, both vegetable substances, and as a rule water does not injure vegetable matter.

If running through a brook resulted in cooling a tire, the effect would be decidedly beneficial, but a quick dash through the water has little effect on the heated air within the tire and consequently the temperature change in the tire after its bath is negligible.

Water itself apparently does no harm to tires, but the combination of air and moisture commonly known as humidity is very destructive, especially on the cotton in ordinary fabric tires. The moist air works in between the layers of fabric and rots them out, sometimes even before the tires leave the dealer's storeroom.

The harmful effect of moist air is the chief reason why, when tires are stored, they should be kept in a dry atmosphere. As sunlight is harmful, the storage place should be dark.

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Present Day Motoring Conditions in China

Edward H. Wakefield

AS a field for automobile touring China leaves much to be desired; in fact, with the exception of the interest invariably surrounding the life and habits of dwellers in other lands and of the peculiar architecture and scenery of the country, China possesses few of the qualifications usually regarded as essential to a successful automobile tour. The use of the automobile as a means of travel does not extend at present much beyond the limits of some of the principal cities and their suburbs, owing to the fact that outside these localities no roads suitable for motor traffic exist.

Through the courtesy of Mr. Thomas Sammons, American Consul General at Shanghai, it is possible to furnish members with some interesting and authentic data concerning motoring conditions in the great republic of the Far East.

Motoring in China is sufficiently established to require the mothering care of an automobile club, which, under the title of the Automobile Club of China, is located in Shanghai, with Mr. M. G. Beck as its Secretary, and while it cannot be said that automobiling has yet assumed large proportions in Shanghai, the number of cars and motor trucks in use is slowly, but surely forging ahead.

As indicating the growth of motoring, Mr. Sammons mentions one interesting phase of the work undertaken by Chinese motoring organizations with the object of fostering the movement and of meeting the desire of men desiring to take up professional driving. A school for the training of Chinese chauffeurs, under the control of the Chinese Y. M. C. A. in co-operation with the Automobile Club of China, has been started, which, it is hoped, will furnish a constant supply of chauffeurs legitimately trained. Occasionally one hears of accidents occurring to servants of motor-car owners, who surreptitiously take their employers' cars out to learn how to drive, in the late hours of the night or in the early morning. The purpose of the school is partly to endeavor to put a stop to such practices by providing the would-be Chinese chauffeurs with an orthodox training in his profession.

Customs duty is charged on automobiles imported into China, whether for private use or commercial purposes, at an ad valorem rate of five and a quarter per cent. No definite regulations appear to exist to cover the case of a privately owned car being temporarily imported for touring use, but it is understood that arrangements can be made with the customs authorities for the temporary importation into the country without payment of duty. A bond for double the amount of duty payable must be executed guaranteeing the exportation of the vehicle "within a reasonable time."

There are no State or National Government automobile licenses provided for in China, each city or municipality having its own separate license regulations and fees. In Shanghai all motor vehicles in use, whether temporarily or permanently, must be registered and must carry number-plates, which are issued by the municipal authorities of the International or French settlements. The fees payable quarterly for registration of private cars are ten taels; for trade cars and commercial vehicles of the lighter kind five taels, and for vans and trucks fifteen to thirty-five taels according to classification. At the present time the value of the Chinese tael is about $1.10 in U. S. money though in normal times its average value is from 63 to 68 cents.

When driving an automobile in China the rule of the road to be observed is the opposite from that in vogue in the United States. The Shanghai Municipal Council traffic regulations require that drivers of motor vehicles must keep to the left side of the road and, when passing other vehicles (except surface cars) travelling in the same direction, must pass on the right. In the case of surface cars, whether moving or stationary, drivers must always pass them and overtake them on the left.

Owners of highpowered cars contemplating a visit to China will note with satisfaction that there does not appear to be any established speed limit for automobiles, though a possible reason for this apparent immunity may lie in the fact that the average road conditions render definite legislation along these lines superfluous. Traffic regulations require that no driver shall drive his vehicle "furiously" or in such a manner as to endanger life or limb of any person. The municipal authorities have recently issued a request that motor cars be driven carefully and slowly in certain parts of the more congested streets, especially near school buildings, with a notification to the effect that this "request" will be embodied in a "regulation" in the event of its not being complied with.

Hotel accommodations appear to be up to date and garage service satisfactory in Shanghai and other cities in China where automobiles are used to any extent, while gasoline and lubricating oils are, as a rule, readily obtainable at reasonable rates. Such firms as the Standard Oil Company of New York, the Vacuum Oil Company and the Texas Oil Company maintain agencies in most of the principal cities throughout China, and standard makes of tires may usually be obtained through the established automobile agencies.

A certain amount of road building and reconstruction is already in progress to meet the requirements of automobile traffic, a notable example being the road to Woosung, now nearing completion. This is a 40-foot highway, being surfaced with six inches of cinders and the forerunner, it is hoped, of many other roads radiating from Shanghai, particularly the long talked of road out to the Zosai Hills.

Automobile Salon to be held at Hotel Commodore during Horse Show Week

Seven makes of foreign motor cars are already on the list of exhibitors at the Annual Automobile Salon to be held during Horse Show week, Nov. 16-23, at the Hotel Commodore, where the entire second floor will be utilized, including the main ball room and the east and west ball rooms.

France will be represented by the De Dion Bouton, Peugeot and Renault; England, by the Rolls-Royce, Sideley-Armstrong, and Sunbeam; and Italy, by the Lancia, with a possibility of the Fiat being added later. The United States list is made up of the Brewster, Cunningham, Daniels, Locomobile, Meteor, Phianna, and Porter. Body builders exhibiting are Brooks-Ostruk, Fleetwood, Holbrook and Rubay. Westinghouse Air Spring, Laidlaw and S. Smith and Son are accessory exhibitors.

The officers of the Automobile Salon are E. Lascaris, De Dion Bouton, President; T. E. Adams, Lancia, Vice-President; Leon Rubay, Rubay Company, Vice-President; R. W. Schuette, Rolls-Royce, Secretary and Treasurer.

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Notes on Road Conditions

O. M. Wells, Roadman, The Automobile Club of America

Rhode Island

ON the route from Westerly to Providence there is a short, rough stretch at Perryville. Tower Hill road is in good condition between Wakefield and East Greenwich, and this is the shortest route to use. Construction is going on between Saunderstown and Wickford on the Narragansett shore road. The surface is all good between East Greenwich and Providence.

From Providence to Boston good surface prevails, excepting in some of the towns. The Waterman Street Hill is under construction going out of Providence, and a fair detour is provided on city streets. Either Hope Street or Blackstone Boulevard may be used between Providence and Pawtucket.

The roads on Cape Cod are in good condition all around, also most of the cross connections.

Motorists that care to spend a few hours longer on the run between Boston and Portsmouth will find good roads and excellent scenery through Gloucester to Pigeon Cove on Cape Ann, and back to the trunk line at Ipswich.

The road is under construction between Ipswich and Newburyport, but automobiles are going through by using the side of the highway.

The shore road between Salisbury and Portsmouth via Hampton Beach and Rye Beach is the best way to go at present, as the direct road through Hampton is closed just beyond Hampton, and a detour is necessary, which is rather poor when the weather is wet.

New Hampshire

The trunk lines running north and south in New Hampshire are in better condition than ever, especially through the sections where gravel is the surfacing material. Some of the macadam sections have become badly pitted, especially between Portsmouth and Rochester through Dover.

Franconia Notch, passing the Profile, is in excellent condition, also the cross-connection between Profile and Twin Mountain.

The New Hampshire roads that are now in excellent condition include: The Ossipee Valley route between Rochester and North Conway.

The road around Cherry Mountain between Twin Mountain and Gorham is somewhat rough in places, but is considered a fair Summer road, with excellent scenery, especially around Jefferson and the Pilot range.

The Sunapee Lake route, between Clermont and Bristol has a few rough spots, but it is very attractive and interesting from a scenic standpoint, and the surface presents no real difficulty.

The route around Lake Winnepesaukee is very popular with motorists and the roads are mostly good. Motorists can run up to Rochester from Portsmouth, then around the lower end of the lake through Alton Bay to the Wiers and Laconia, connecting with the trunk line at the Weirs.

Motorists wishing to cross over from the Winnepesaukee section into Maine can run due east from Center Harbor through Whittier and Tamworth to Chocorus, then north to Conway and again east through Fryeburg, connecting with the Bretton Woods-Poland Spring route.

Side Trips in the White Mountains

Many motorists hold to the trunk lines while going through the White Mountains and so miss many opportunities to see the different ranges at their best. There are many side trips that can be taken into the very heart of the mountain region over byways that are mostly in good condition and with scenery not unlike that in some of the canyons of California. For the benefit of motorists who would like to remain a few days or even several weeks in this most interesting country, a few especially attractive side trips are described.

For motorists stopping in Profile, Bethlehem, Bretton Woods, Jefferson or Crawfords:

No. 1. From Bretton Woods down through the Crawford Notch through Bartlett; do not cross the railroad, but continue along on the south side of Intervale directly opposite North Conway, passing the Giant's Chair, the little home of Lady Blanche Murphy, Cathedral Ledge, White Horse Ledge, Echo Lake. At a small white schoolhouse just beyond the White Horse Ledge there is a road which turns right and runs due south along the Swift River to Pessaconaway, with Big and Little Moat Mountains on the west and Big and Little Chocorus on the east, rising to a height of two or three thousand feet. Views on this route are among the most rugged in the whole White Mountain range. The road comes to an end at Passaconaway, and the return is made over the same road. The aspect is of course entirely different. On reaching the main road turn right and run to Conway, then through North Conway and back to Bretton Woods through Crawford Notch.

No. 2. From Breton Woods through Crawford Notch to Glen Station, then north through the Pinkham Notch to Gorham and around Cherry Mountain to Twin Mountain.

No. 3. From Profile, down the Franconia Notch, through Plymouth, Ashland, around Squam Lake, through Holderness to Meredith. From Meredith there is a choice of two routes. One is continue south along Winnepesaukee through the Weirs, Laconia and Tilton to Franklin, then directly north through Bristol and Plymouth to the Profile. The other is to go from Meredith to Center Harbor and over to Chocorus and back through North Conway to Bretton Woods.

No. 4. From Bethlehem through Littleton to St. Johnsbury, then east through Concord, Miles Pond and Lunenburg to Lancaster and back to Maplewood through either Jefferson or Whitefield.

No. 5. From Bretton Woods north through Twin Mountain, Jefferson and Lancaster, then up the Connecticut Valley to Colebrook. From there, run east to the Balsams and down the Androscoggin Valley to Gorham, then west through Meadows to Twin Mountain.

No. 6. From Maplewood through Littleton to St. Johnsbury, and down on the west side of the Connecticut River to Wells River, crossing to Woodsville and back to Bethlehem through Lisbon and Sugar Hill on through Franconia to the Profile.

Maine

From Portsmouth to Portland through the Yorks—Kennebunk and Biddeford, the road is all hard surface and in good condition. There is a good road from Kennebunk to Kennebunk Port, also from Saco through Old Orchard and Pine Point back to Dunstan.

The coast road between Portland and Bangor through Brunswick—Rock and Belfast is free from detour and 75 per cent good and with the exception of a few stretches, which are somewhat worn and rutted, is in better condition than ever before.

Many motorists use the Bucksport Ferry and then run through Orland

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and West Ellsworth to Ellsworth and then up to Bar Harbor, which is considerably shorter, but the road surface is not as good as there are very steep hills between Prospect and the ferry. Much better time can be made by continuing on to Bangor and then over the old telegraph road, which has been surfaced and is in excellent condition through Brewer, Green Lake and North Ellsworth to Ellsworth.

The section of the shore road from Wiscasset to Waldoboro through Damariscotta, which has been under construction for the last three years, is now finished and open, thus eliminating the detour via Sheepscot.

South Harpswell and Cundys Harbor can be reached from Brunswick.

Booth Bay Harbor and Ocean Point from North Edgecomb, Christmas Cove, Bristol and Pemaquid Harbor from Lamariscotta.

Glenmere and Muscongus Bay and Portclyde through Thomaston, Ash Point and Owls Head from Rockland.

Castine and Brooksville from Orland.

Blue Hill, Surry and East Surry from East Orland.

The road from Ellsworth to Bar Harbor is in excellent condition.

From Portland to Poland Spring via Gray is in fair condition.

From Gray to Auburn and Lewiston through Danville Junction there are one or two sections under construction. The detours are short and in fair condition.

From Lewiston to Augusta the surface is quite good at the present time.

Either side of the river from Augusta to Waterville may be taken; also the road from Waterville through Burnham, Pittsfield, Newport and Etna to Bangor.

From Augusta to Quebec

Motorists going from Augusta to Quebec will find road conditions good through Waterville, Skowhegan and Bingham. From there on to the Canadian line at Armstrong is a dirt road, quite narrow, making it necessary to drive with caution. Motorists should sound horn frequently as cars can pass only where turn-outs are provided.

The scenery from Augusta along the Kennebec all the way to the forks is magnificent.

From the international boundary line to Quebec there is a hard-surfaced road in excellent condition.

There is also a hard-surfaced road from Quebec along the St. Lawrence to Montreal—180 miles.

Motorists can get up to Greenville Junction and Moose Head Lake without difficulty.

To reach Kineo it is necessary to take the boat from Greenville Junction.

The Great Northern Paper Company has built forty miles of good gravel road from Kineo around the upper end of the lake through the Great North Woods, which is a very interesting run. Arrangements can be made at Greenville, the car taken aboard the boat and towed into Kineo.

Belgrade and the Rangeley Lakes are very popular with tourists motoring through Maine and can be reached over fair roads.

From Skowhegan the best route is through Norridgewock, Mercer, New Sharon, Farmington Falls and Farmington, Phillips, Madrid to Rangeley.

A fair alternate route from Skowhegan is from Norridgewock, Madison, Anson, New Portland, Dead River, Flagstaff, Dallas Place to Rangeley. The roads are practically gravel all the way, riding in view of Mt. Bigelow, with a continuous panorama of rugged views.

The road from Portland through Raymond to the Bay of Naples has recently been repaired, making it free from ruts and bumps, and it now provides quite good going.

The Poland Spring-White Mountain Trunk Line is in good condition to the State line just beyond Fryeburg with the exception of a short stretch between Bridgeton and Naples and between Naples and Webbs Mills.

Considerable improvement has been made on the Saco Valley route from Portland to Fryeburg.

Five miles of good gravel road has been built in the town of Hiram to the Brownfield line and one mile in the town of Brownfield to the Fryeburg line.

Money has been appropriated to build a gravel road from Portland to Fryeburg, connecting with the White Mountain Trunk Line.

Work is now going on in a number of sections with the prospects of having the road completed from Portland to Standish, Steepfalls, Hiram and Brownfield to Fryeburg.

There is an excellent connection at the present time from the Ossipee Valley route, which runs from Ossipee Center through Effingham Falls, Freedom, Porter, to Cornish.

Motorists going from Maine up to Dixville Notch will find it better to go from Poland Springs and Bath, then over to Gorham, up to Androscoggin Valley, or follow the White Mountain route from Portland and run north through Pinkham Notch from North Conway to Gorham, connecting with the Androscoggin Valley route, as the Grafton Notch route from Bethel through Grafton, Upton, to Errol is narrow and very hilly with a long stretch of very rough surface.

Motorists can go from Bangor to St. Johns, N. B., along the shore, over fair roads all the way, with the exception of now and then a rutted stretch.

To reach Winter Harbor, which is directly opposite Bar Harbor on Frenchmans Bay, a right fork is taken at North Hancock, and the ferry across from Hancock to West Sullivan, then through Asheville to West Gouldsboro, again turning right and running due south through South Gouldsboro to Winter Harbor.

There are also connections to Birch Harbor and Prospect Harbor by continuing on the same road which connects with the trunk line at Gouldsboro.

To the Canadian Line

The best way to reach Calais and the Canadian line is to run from Ellsworth through Franklin, Cherryfield, Columbia Falls, Zanesboro, Machias, Whiting, Dennysville, Pembroke, then along the shore through South Robbinston and Red Reach to Calais.

There is a connection to Jonesport from Harrington; also from Jonesboro.

Connection to Bucks Harbor from Machais.

Connection to Lubia from Whiting.

Connection to Eastport from Pembroke.

There is an excellent gravel road to St. Andrews-by-the-Sea on Passamaquoddy Bay from Calais to Oak Bay, then due south to St. Andrews.

Rapid strides have been made toward the Penobscot Valley route from Bangor to Mattawamkeag then to Houlton, Presque Isle and Caribou. At the present time motorists can get through with very little difficulty.

The road from Calais through Topsfield, Katon, Danforth, Selden to Houlton, passing through the Grand Lakes section, with the exception of being very hilly and badly rutted in some sections, can be traversed with very little trouble.

The road from St. Johns through Fredericton, then along the St. Johns River to Woodstock is about 75 per cent fair gravel.

Motorists going up to Van Beuren and Edmondston will make better time by crossing the line from Fredericton to Houlton and then going through Presque Isle.

From Madawaska to River de Loup and up to Lewis and Quebec is mostly unimproved and very bad in wet weather.

Motorists going to Halifax from St. Johns will find good gravel road for ninety miles to Moncton; also forty

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miles of good gravel from Moncton to Amherst.

Fair dry weather roads from Amherst to Truro, which is about ninety miles and sixty-five miles of clay and dirt to Halifax, with some rough stretches.

New Jersey

Motorists going to Newark are advised that Third Street in Weehawken is now a one-way street, limited to east bound traffic.

Automobiles going west from the ferry should pass Third Street and continue on for eight blocks, then going west on Union Street to Hudson County Boulevard.

Repair work that has been going on for the past six weeks on the Hudson County Boulevard is now completed. Motorists coming from New England and Westchester County, with South New Jersey as their destination, desiring to avoid New York, can cross the Hudson by the Dyckman Street Ferry and, on reaching the top of the hill of the New Jersey side, turn left into the second street, which is Sylvan Avenue, becoming Linwood Avenue, which is followed to the end.

Turn left, and just beyond turn right and follow Anderson Avenue, which runs into the Hudson County Boulevard at the extreme north end. If 130th Street Ferry is crossed, on reaching Fort Lee turn left into Anderson Avenue.

Motorists going from Brooklyn can take a ferry from Sixty-ninth Street to St. George, Staten Island. Staten Island roads from St. George to Tottenville are now in good condition.

A great many motorists prefer to use the Fingerboard Road from the Marine Hospital to Amboy Road, instead of Vanderbilt Avenue.

The Plank Road is still the best way to reach Newark from the Hudson County Boulevard.

Both Frelinghuysen Avenue and Elizabeth Avenue can be used from Newark to Elizabeth. The latter road is considered preferable at the present time. From Elizabeth through Rahway and Woodbridge to Perth Amboy, the road surface is in good condition.

To reach South New Jersey coast resorts such as Long Branch, Asbury Park and Spring Lake, it is preferable to go the longer way from Keyport via Atlantic Highlands, as the road is closed between Middletown and Red Bank, or else run due south from Keyport on the Holmdell road to Holmdell, then east to Red Bank and over the Rumson road to Seabright. There is also a fair road which turns off and runs south through Tinton Falls and over the pike through Eatontown to Long Branch.

The Ocean Boulevard from Asbury Park all the way to Sea Side Heights is in quite good condition, with a connection from Sea Side Heights to Toms River.

For motorists going to Atlantic City, with the exception of a short detour due to bridge construction at Freehold, the Keyport-Freehold-Lakewood road is in fair condition.

The road from Lakewood through Toms River, Manahawkin and Pleasant Valley to Atlantic City is in good condition.

The new road from Absecon to Atlantic City will not be finished until late this Fall; the bridge is still to be completed entering Philadelphia Avenue.

The State road is now under construction between Egg Harbor City through Hammonton to Berlin on the direct front route between Philadelphia and Atlantic City, and this line will probably be closed until late fall.

Detours have been provided wherever road construction is going on throughout the State of New Jersey.

Some of these are rather poor, especially in wet weather. The State is building a hard surfaced road between Cape May Court House and Cape May; this will not be completed until late fall.

The direct route between Atlantic City and Wilmington is via Mays Landing, Malaga and Penns Grove Ferry. Motorists going from Baltimore, Washington and other Southern points to Atlantic City and other South New Jersey coast resorts will find this very good. Headway is being made on the new State Highway between Rahway and New Brunswick through Metuchen, but this will not be completed much before the touring season next year. The old highway is being used, but it is quite rough in short stretches. There is a fair detour by going down to Woodbridge, then over to Metuchen; another, by continuing on to South Amboy and going west to Metuchen.

The road is closed between New Brunswick and Princeton, also between Heightstown and Windsor. Motorists going through to Trenton and Philadelphia can follow the Cranbury Turnpike to a road which turns off just before reaching Dayton and runs through Monmouth Junction, thence over the old Trenton Turnpike, which is in fair condition to Trenton.

There is no improvement in the general condition of the Bound Brook-Somerville road over last year. It is still very rough and poor in sections, especially through Bound Brook to Somerville.

A new hard surfaced road is being constructed between Perryville and West Portal; when finished, this will make a direct connection to Easton.

From Newark to Morristown, via Springfield, Chatham and Madison, the road is in good condition.

The lower route from Springfield over the Passaic Valley road through Summit, Liberty Corners and Far Hills to Chester is becoming badly worn in places and not as good as the Chatham-Morristown route. From Chester on through Long Valley and over Schooley Mountain to Hackettstown is all fair going; Schooley Mountain is quite good; the steep turn which has heretofore been so difficult to get over has been repaired and is now in good condition.

From Hackettstown through Great Meadows and Buttzville to Bridgeville, the surface is very good at this time, but from Bridgeville on the east side of the Delaware River through Manunkachunk and Delaware to Portland is very rough, especially between Bridgeville and Delaware.

It is also quite rough and careful driving is required between Portland and the Delaware Water Gap, as there have been some washouts during the last storm and the trolley runs in the center of a very narrow road with many curves.

There are two roads to the Water Gap which lead to the bridge at Dingmans. One is via the Hudson County Boulevard and Newark Avenue, then over the Belleville Pike through Belleville, Montclair, Caldwell, Parsippany, Dover, Kenville, Netcong and Andover, Newton to Branchville, then Layton Hill to the bridge at Dingmans.

The Layton Hill road was built last year and is a great improvement, as the old way was considered dangerous.

The above route is also the trunk line and the most direct connection between New York and Lake Hopatcong; it is hard surfaced, about 85 per cent. in good condition.

Another good route to the Water Gap via Dingmans is to cross 130th Street or Dyckman Street Ferry, run through Englewood and Teaneck to Hackensack.

From Hackensack take Essex Street to Paterson, then follow the Hamburg Pike through Pompton, Newfoundland and Stockholm to Franklin Furnace, then north through Hamburg to Sussex and back to Branchville, then through Layton to Dingmans.

The road from Franklin Furnace through Ogdensburg and Sparta to Lafayette is in a very bad condition, also the road from Franklin Furnace through Monroe to Lafayette.

Construction is in progress between Morristown and Danville and the road is entirely closed.

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The Historic Philadelphia-Pittsburgh Route

Pennsylvania Division of the Lincoln Highway

By Robert Bruce

Part XXVI—From Ligonier across Chestnut Ridge to and through Greensburg, Pa.

DIRECTLY in front, where the straightaway of the Pike is broken by the Square at Ligonier, is a large bronze marker on a granite block, erected by the Pennsylvania Society, Sons of the Revolution, and unveiled July 4, 1915. The information on this tablet is a concise and accurate summary of the principal historical points of the locality, and reads as follows:

FORT LIGONIER

The first English fort west of the Alleghany Mountains was built five hundred feet southeast of this spot in 1758, by order of Gen. John Forbes, and named in honor of Lord John Ligonier.

Here General Forbes, with the aid of Colonels George Washington, Henry Bouquet and John Armstrong, assembled an army of 7,850 men, constructed the Forbes Road, marched against Fort Duquesne, and compelled the evacuation of the fort, November 25, 1758, thereby overthrowing French and establishing English supremacy in this region.

Here Col. Bouquet re-organized the expedition for the relief of Fort Pitt; and while on the march, at a point twenty-seven miles west of this, fought the battle of Bushy Run, August 5 and 6, 1763, defeating the Indians under Chief Guyasthua in "one of the best-contested actions ever fought between white men and Indians."

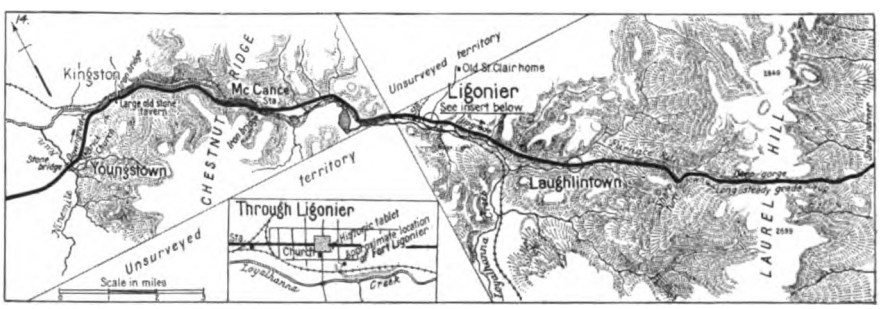
The actual site of the fort was about one street south of our through route from the four corners next east of the Square, just before the westbound tourist comes to the business center and the historical tablet; and can be found by a very short and quick detour. Here was not only the most important single military rendezvous of the Forbes campaign, but afterwards the most westerly of the strong frontier defenses along this route to the Ohio. The locality is now without special interest, and unattractive except for some picturesque views along Loyalhanna Creek, whose high bluffs at this point gave the fort a very advantageous location.

BRIEF HISTORICAL SUMMARY

No marker has been erected on the site of Fort Ligonier; but the one with the inscription just quoted, in the eastern end of the Square, the nearest point to it, is seen by thousands who would not make the short side-trip to the river bank. The accompanying Diagram will give a good idea of the form and extent of the military post there in 1758-1763, after which it fell into disuse and was never again of importance, though the town which grew up around it has become the chief center for the locality.

From a painting, photographed by C. S. Bradford, Phila.

GEN. ARTHUR ST. CLAIR



Anyone with an inclination to go deeper into the history of this section will find a wealth of material in the two volumes, "Frontier Forts of Pennsylvania," published by the State in 1916; and in the archives of the Historical Society of Pennsylvania, Philadelphia. Two important expeditions passed through here in Colonial days, that of Forbes, which took Fort Duquesne, and that of Bouquet against the Indians, nearly four years after the French had been driven out of the Ohio country. Bouquet was an officer under Forbes, but the expedition with which his name is more personally connected took place in 1763, during Pontiac's Rebellion.

The reference in the second paragraph of the inscription on the tablet to the Forbes Road having been constructed from Ligonier westward is correct in the sense that from the fort there the cutting was through the primeval wilderness, whereas east of that point trails and paths already existed from the Susquehanna and Potomac. But the Forbes route was from Carlisle, in the Cumberland Valley, across the Alleghanies; as far as Ligonier it made the best use of what had already been laid out, and then literally hacked its way to the western side of the mountains.

HOME OF GEN. ARTHUR ST. CLAIR

Of all the officers who rose to prominence in the French and Indian and Revolutionary wars, only one, Gen. Arthur St. Clair, was ever afterwards a resident of this section; but here his name is frequently met, even today. A Scot, the descendant of an ancient and distinguished family, St. Clair came to America in 1758, serving first under Wolfe in Canada and afterwards became the agent of the Penn family in what were then their western lands. Probably in this way he became interested in the Ligonier Valley, where he held several civil offices.

Early in the Revolution, St. Clair joined the Continental forces, and served with distinction in both the eastern and southern campaigns. In

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1789 he was appointed first governor of the Northwest Territory, whose capital was then at Chillicothe, Ohio. During the next several years he was engaged largely in subduing the Indians on the frontiers, usually with success, though defeated in the Miami villages in 1791.

Resigning the governorship early in 1802, it is said because of differences of opinion with President Jefferson, St. Clair returned to western Pennsylvania and made his home at the "Hermitage," which is still standing about 1½ miles north of the Square at Ligonier, on the route toward Johnstown. During the last years of his life, he lived in comparative poverty, and finally received a small pension from the State. In 1912, the house and site were marked by a boulder and tablet erected by the Phoebe Bayard Chapter, D. A. R., Greensburg, Pa.

Photo by Paul C. Wolff, Pittsburgh, Pa.

JOHNSTON'S OLD TAVERN, ON THE SOUTH SIDE OF THE PIKE AT KINGSTON, PA.
View taken several years ago, before the improvement of the highway through this section

To and Through Chestnut Ridge

Continuing west, the tourist keeps to the right around the north side of the Square, following the old Pike from the farther side of same. On the way out of the town, one passes on the left the attractive station of the Ligonier Valley Railroad, a local railway connecting with the main line of the Pennsylvania system at Latrobe. For the next few miles, the highway, Loyalhanna Creek and the Ligonier Valley Railroad are close together in the gorge which cuts Chestnut Ridge nearly in two.

This range, which bulks much greater farther south, and has some of the steepest grades on the section of the National Road east of Uniontown, Pa., becoming Cheat Mountain in West Virginia, is here comparatively low, so that the greater part of the highway through the gorge is nearly level. The locality somewhat resembles the Cumberland Narrows, just west of Cumberland, Maryland.

Heavy woodlands border it on both sides; and great rocks, left by glacial action, may be seen from the moving car. Several miles north, this same range is cut through by the Pennsylvania Railroad at the famous "Pack Saddle," the name of which is an inheritance from the days of the packhorse.

On the left-hand side of the road, nearly opposite the iron bridge which leads across Loyalhanna Creek into the village of Kingston, is a large old stone building once used at a tavern, erected there before the town itself was settled. In the days of the stage-coach and freight-wagon, it was known as Johnston's. Across the stream from it is a paper mill. Emerging from the western end of the gorge, our route leaves the picturesque creek which it has been following since running into Ligonier, and turns southwest, ascending a winding grade into the village of Youngstown.

West of the Alleghanies

The westbound tourist has now entirely crossed the mountains into a region of rolling highlands whose general slope is toward the west. Irregular, rounded hills take the place of well-defined ridges. Changes in the character of the country are apparent at a glance; from now on there are frequent glimpses of coke making plants and coal-mining operations. Latrobe, the largest place in the locality, is left about three miles north from the highway a short distance west of Youngstown.

Over to the left, somewhat more than three miles beyond that village, is St. Xavier Academy, a Catholic institution for girls and young ladies, located in the midst of an estate of about 250 acres, all of which is in fields, gardens or pleasure grounds. Large and attractive stone gates, reminding one of the gates at Haverford College, along this route a few miles out of Philadelphia, are noticed on the left, close by the highway; inside them is the park or grove, almost filled with old trees. A wide cement walk leads up to the buildings, only the tops of which can be seen from the through road.

This academy, established about 70 years ago, is said to be the oldest one of its kind in the State. On the opposite (north) side of the highway, but somewhat farther away, St. Vincent's College may also be seen. We are now drawing closer to the main line

Photo by W. T. Brown, Ligonier, Pa.

HERMITAGE FURNACE, ABOUT THREE MILES NORTHEAST OF LIGONIER, BUILT BY GEN. ARTHUR ST. CLAIR

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of the Pennsylvania Railroad, and occasionally hear the shrill whistle of its speeding locomotives.

Along this section are still a few old buildings, some of which were once taverns or wagon-stands, mostly turned into private dwellings; now and then one suggests the familiar lines and structure of a former toll-house. The sight of a log cabin, a reminder of pioneer days, is still not uncommon.

On the left, just before the Pike loses its identity in East Pittsburgh Street, Greensburg, we pass St. Clair Cemetery, so named, probably, because Gen. Arthur St. Clair, who died in his 84th year, was buried there in 1818. For several years his final resting place was unmarked; but in 1832, the Masonic fraternity erected a monument on the spot, with the following inscriptions:

South side: The earthly remains of Major-General Arthur St. Clair are deposited beneath this humble monument, which is erected to supply the place of a nobler one, due from his country.

North side: This stone is erected over the remains of their departed brother, by members of the Masonic Society.

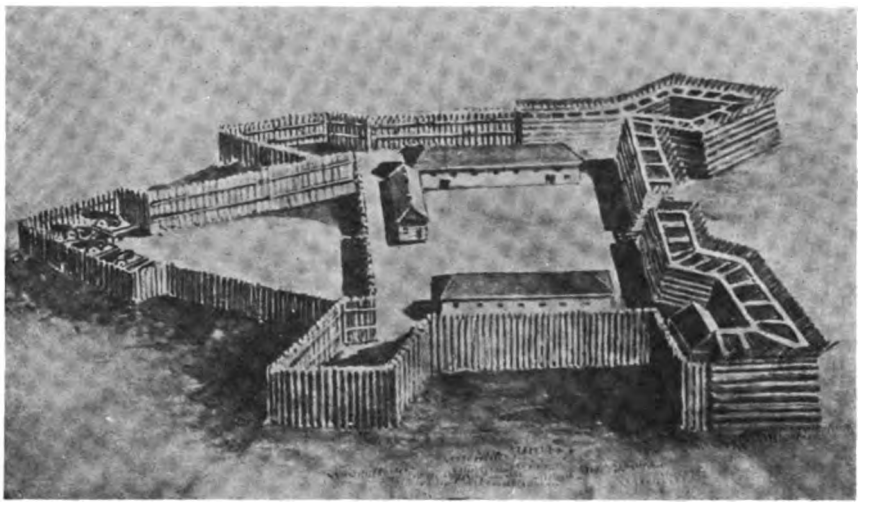
Greensburg and Vicinity

The original line of the Forbes Road passed through this section at varying distances above the modern Pike, through the much older settlement of Hannastown and past the Bushy Run Battlefield, where Pontiac's Rebellion was overcome and turned back in 1763. Neither of these localities will be seen except by a considerable detour. Hannastown is about three miles directly north of Greensburg.

A contemporary writer referred to it as the "first collection of huts on the Pennsylvania Road between Bedford and Pittsburgh dignified by the name of a town." When Westmoreland County was set off from Bedford in 1773 Hannastown was made the county seat; and Gen. Arthur St. Clair was the first clerk of the court, soon to resign to re-enter military service. Here, in the midst of what is still sometimes referred to as "Old Westmoreland," men from the Redstone, Georges Creek, Youghiogheny, Monongahela and other trans - Alleghany settlements mingled to arrange their larger affairs and to dispense justice according to the legal forms of white men.

Photo by W. T. Brown, Ligonier, Pa.

D. A. R. TABLET IN FRONT OF THE "HERMITAGE"

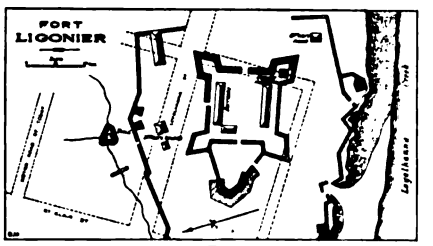


STRUCTURE OF FORT LIGONIER, TYPICAL OF THE STOCKADES USED AS RENDEZVOUS BY THE FORBES EXPEDITION IN 1758

At the breaking out of the Revolution, Hannastown had become the most important settlement in Westmoreland County (which then included the "Forks of the Ohio") except Forts Pitt and Ligonier. Here, in the almost primeval forest, were held the first courts west of the Alleghany Mountains. In 1775, in the wooden Court House, the famous "Resolves" were passed; and the strong protests raised against British tyranny helped to fan the spirit of Revolution throughout this sparsely-settled but intensely loyal district. The settlement was pillaged and burned by the Indians in July, 1782, and was never rebuilt.

Greensburg, which was settled shortly after the burning of Hannastown and incorporated in 1799, became the county seat, and has ever since been the principal town in the district, though the population as late as 1840 was only about 800, now grown to a borough of about 15,000. It has been made prosperous by the business brought first by the old Pike and later by the railroad, and the extensive development of coal, coke and oil in the surrounding territory.

Important connecting roads lead from Greensburg south through Mount Pleasant and Connellsville to Uniontown, on the National Road, and north through New Alexandria and Blairsville to Altoona, on the William Penn Highway. Passing the fine modern Court House on the right, immediately west of the intersection of North Main and South Main Streets, the route continues out West Pittsburgh Street, leaving on the left the important connecting route from Greensburgh to West Newton and Washington, Pa. Soon thereafter the tourist enters the last stretch of open country before reaching the group of busy suburbs which cluster around Pittsburgh on the east.



Re-drawn from "Frontier Forts of Pennsylvania"

DIAGRAM OF FORT LIGONIER, LOCATED BETWEEN LOYALHANNA CREEK AND THE PRESENT MAIN ROUTE (INDICATED BY PARALLEL DOTTED LINES AT THE LEFT)

(In the September number of Motor Travel, Mr. Bruce will complete this series to the Ohio River at Pittsburgh.)

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OFFICIAL NOTICES

In Memoriam

Mrs. MARY J. KINGSLAND
Died August 10, 1919

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Mrs. Charles E. Hoge, request of Colonel J. deMont Thompson;
Mr. L. C. Eastman, of Clinton, Iowa, request of Mr. George S. Gardiner.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate you may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
July 7.	Joseph F. Collins	Lawyer	Alan R. Hawley	J. de Mont Thompson
July 16.	B. H. Innes Brown	Lawyer	J. Norris Miller	George G. Mason
July 18.	Henry Spadone	Manufacturer	Charles H. Cates	Thomas B. Bisset
Aug. 7.	Edward W. Murphy	Attorney	Joseph P. Day	Sumner Gerard
		NON-RESIDENT		
June 14.	Orestes Ferrara		Pelayo Garcia	Manuel de la Torre
July 15.	Jose Emilio Obregon	Real Estate	Manuel de la Torre	Jose M. Gomez

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"Sauntering Along the Trail of the Padres"

THE STORY OF THE CALIFORNIA MISSIONS

It is with a great deal of pleasure that we announce a series of articles under the above title, by Mr. Trowbridge Hall, whose "Motor Days in Japan" was followed with so much enjoyment in MOTOR TRAVEL last year.

The California Missions have provided a fascinating background for more than one ambitious novelist, but these unique institutions have never received the sympathetic study warranted by their historic and social importance.

Mr. Hall became intensely interested in the Missions as the result of a trip to California. His investigations have covered the entire history of these institutions, their founding, the first few years of prosperity, the long decades of utter neglect, and the revival of interest and restoration in recent days.

In his research, Mr. Hall spent many months in California, and made personal visits to all the Missions.

The series will be illustrated by unique photographs and reproductions of rare prints and drawings.

The first article, which deals with the Mission of San Diego de Alcala, will appear in the next issue of MOTOR TRAVEL.

The Right of Way for Automobile Owners

There seems to be widespread misapprehension as to the right of way possessed by a motorist using the main highways, over the car operator entering or crossing the main road from a side road.

The rule in the city is that the motorist on the avenue has the legal right of way over the motorist coming in or crossing from a side street.

This is not the rule, however, in the country districts of this state. When you have gone outside the city limits, you are under the General Highway Law of the State of New York which provides that "Every driver of a vehicle approaching the intersection of a street or public road shall grant the right of way at such intersection to any vehicle approaching from his right; provided, that wherever traffic officers are stationed they shall have full power to regulate traffic."

In Connecticut, the rule for both city and country is that the driver *on the right* has the right of way no matter whether coming from a side street or a boulevard.

Why Some Traffic Policeman are Not Beloved of Motorists

One of the Club's members writes us protesting against the arbitrary and insulting behavior of a police officer in the town of Fairfield, Conn., which would seem to call for some action on the part of that community.

We quote from his letter:

"My mother was traveling on the Boston Post Road last week near Fairfield, Conn., when a motorcycle man overtook her and summoned the chauffeur to stop. He asked the chauffeur such questions as 'Do you think you own the whole road?' and 'Can't you see anybody else?' The chauffeur is Alsatian and does not quickly reply in English, so my mother asked the policeman what they had been doing, stating that she was the owner. The policeman lost his temper, said that he did not make a practice of following people for nothing, and placed the chauffeur under arrest, taking him to the town hall.

"He would not permit my mother to come into the building, but said the chauffeur was all he wanted. The police officer stated that the chauffeur was driving recklessly and had crowded a Dodge car into the ditch. The officer also informed our chauffeur that the summons was for the next day, and that if he wanted to come back he would be fined $50 in court on the testimony he (the policeman) could give, but that if he paid $20 at once he could go. The policeman added: 'Tell the owner of the car to keep her mouth shut the next time anyone comes around.'"

Our member states that the charge was absolutely untrue, and asks "if there is anything we can do to prevent the insulting methods used by such men when ladies are traveling alone, and whether the policeman who makes the arrest can testify, sentence and collect fines in the summary way" he has described.

Are the citizens of Fairfield interested in the manner in which their public servants and representatives are in the habit of treating visitors?

The Club has possession of all the facts in the case and will place them at the disposal of the town authorities if they are prepared to act in the matter.

Twentieth Annual Automobile Show, January 3 to 10

FOR the first time in its history, the automobile industry will enjoy ample housing facilities for its annual exhibition. By the addition of another great building, it becomes possible to hold the passenger and commercial car shows during the same week, January 3 to 10. Grand Central Palace will be utilized for passenger cars and accessories, and the Eighth Coast Artillery Armory, Kingsbridge Road, New York, will house the commercial cars and sundries.

According to the plans that are now being worked out the coming exhibition will easily be the greatest in the history of the industry. Holding both passenger and commercial sections at the same time will insure a large attendance of prospective buyers, and the manufacturers will have on display a greater variety of improvements than for many years. There will be important additions to the list of exhibitors, and the increased space will permit of more comprehensive displays by the different companies. The unprecedented demand for cars indicates a record attendance on the part of the general public, and there is the assurance of the presence of many buyers representing the foreign market.

Grand Central Palace needs no introduction to New Yorkers as a show center. The Armory is not so well known, but it is said to be the largest structure without interior posts in the world. It is a splendidly constructed building, the erection of which deprived Buffalo of the distinction of possessing the largest armory in the United States. The main hall is 300 by 600 feet, the lower floor is nearly half as large, and there are company rooms, a swimming pool, a gymnasium and a spacious mess hall, which will be used as a restaurant during the show.

The Armory is reached by elevated road from 42nd Street and 6th Avenue in about 40 minutes, or by subway from the Grand Central Station, in about 35 minutes.

Diagrams and application blanks are in course of preparation and will be ready for mailing on September 8th. The first allotment of space will be made at the offices of the National Automobile Chamber of Commerce on Thursday, October 2nd. The Members of the Motor and Accessory Manufacturers Association will, as usual, occupy the more prominent spaces in the accessory department of each show. Blanks may be obtained by addressing S. A. Miles, Manager, 7 East 42nd Street, New York.

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The Automobile Succeeds in a New Field—Health Protection

A member of the Club, Mr. Eugene Southack, recently called our attention to the successful use of automobiles in a field to which it had not been considered to be adaptable, that of fumigating incoming vessels for the protection of New York against infectious diseases.

On Mr. Southack's suggestion, a letter was addressed to Dr. L. E. Cofer, Health Officer, Port of New York, requesting further details, and expressing the interest of the Club in the appearance of the motor car in a new rôle.

Dr. Cofer replied as follows:

"In compliance with your letter of August 12, 1919, I take pleasure in giving you a brief outline of the work being carried on in this Department in preventing the entry of infectious diseases into the Port of New York and the country at large, as said work relates to the use of automobiles.

"For some time past it was supposed that vessels which were ordered to fumigate for the destruction of rats and vermin could not be handled save by the use of tugboats or launches going alongside, even though the vessels to be fumigated were moored at their wharves. A test was made in a number of instances by the use of a cheap second-hand automobile which was bought for the express purpose of trying out the experiment and it was found that it was more useful from every point of view than the launch and tugboat and far cheaper so far as overhead expenses and repairs are concerned. The result is that this Department now has two automobile trucks engaged in the fumigation of vessels, provided, of course, said vessels are moored at their wharves and are not lying in the stream. Not only has the use of motor cars been an economical procedure, but the shortening of the time of fumigation has caused many vessels to go into docks for this purpose alone, all of which has lessened the frequency and therefore the wear and tear and expense of using floating property for this purpose.

"It would be proper in this connection to state that the reason for fumigating vessels is to exterminate the carriers of disease, which are rats and their fleas, the carriers of plague; mosquitoes, the carriers of yellow fever; and vermin (body lice), the carriers of typhus fever.

"The work of fumigation is done by the liberation of either hydrocyanic acid gas or sulphur gas in the various holds and compartments of vessels after the holds and compartments have been rendered air-tight. In order to liberate the gases, the automobiles are required to carry the material which, in the case of hydrocyanic acid gas comprises sulphuric acid and cyanide of sodium, together with the various containers from which the gas is liberated. In case of fumigation by sulphur gas another variety of containers must be transported together with the rolled sulphur in bulk. This work when done in the course of the day on anywhere from six to eleven vessels makes the process of hauling material to and from vessels a task of considerable proportions and I am glad of the opportunity of giving publicity to the fact that the automobile is by far the most useful and economical method of transporting material for this important public health work on vessels, and I wish to thank you for the interest that you have taken in this subject."

"First Aid" Provided by Automobile Association

Free first aid treatment in case of accident is to be made available to California motorists in isolated places where it is ofttimes impossible to secure a physician or articles necessary for the proper treatment of those who may be injured, through the efforts of the California State Automobile Association in co-operation with the American Red Cross.

Automobile first aid boxes are to be placed at frequent points along the automobile highways of the State by the Pacific Division of the American Red Cross. The boxes will be placed at farm houses, country stores and other points. Through its secretary-manager, D. E. Watkins, the California State Automobile Association has arranged to erect signs along the State highways, pointing out the location of these first aid boxes to motorists. In addition to motorists, persons injured while hunting or tramping through the country can here obtain suitable material for dressing any injury they may have received.

Each of the boxes contains all of the materials necessary for first aid in case of accident with directions for use pasted on the inside of the box lid. The boxes also contain a book on first aid treatment, which gives in detail instructions in the case of injury. The materials used are modern, practical, clean, simple and of the best quality. This progressive step being worked out with the aid of the Automobile Association, is a part of the Red Cross Peace Program for the conservation of human life. The organizations believe that if the furnishing of these boxes should be the means of saving a single life, the work and expense connected with the installation and the erection of signs would be worth while.

Some Wonders of the American Automobile Industry

The amount of capital invested in the automobile industry is $1,297,000,000, which is greater by $250,000,000 than the capitalization of all the national banks, which in 1917 was $1,079,669,000.

Greater than the combined outstanding capital stock of the New York Central ($247,887,400), Pennsylvania ($499,265,700), Chicago and Northwestern ($145,165,810), and Chicago, Milwaukee and St. Paul railroads ($233,686,200).

Greater than the combined outstanding capital stock of the Santa Fe ($344,697,470), Baltimore and Ohio ($212,314,800), Boston and Maine ($42,655,271) and Canadian Pacific ($259,994,000), and several other smaller railroads.

More than twice as great as the combined outstanding capital stock ($557,701,611) of the entire Standard Oil group of thirty-five companies.

Greater than the net ordinary receipts of the United States Government, which in 1916 were $1,122,576,000.

Greater by more than $1,000,000,000 than the entire capital of all (251 fire, 39 marine, 37 life, 72 casualty) insurance companies, and greater by more than 50 per cent. than their combined capital and surplus ($803,972,664).

Four times as great as the combined outstanding capital stock of the Bethlehem ($74,356,000), Cambria ($45,000,000), Crucible ($50,000,000), Lackawanna ($23,097,500), Republic ($52,352,000), Sloss-Sheffield ($10,000,000) steel companies, Guggenheim Exploration Company, the Superior Copper Company, and all other steel companies except the United States Steel Corporation.

The capital employed in the manufacture of parts ($336,000,000) is nearly 50 per cent. greater than the outstanding capital stock of all the gas and electric companies listed on the New York Stock Exchange.

The wholesale value of automobiles made in 1917 was $917,470,938, which was about twice the total gross income ($494,580,601.10) received by twelve of the principal insurance companies.

—From the New York Globe.

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Bureau of Tours Notices

The following have become subscribers to the Bureau of Tours:

Mr. Christian Bahnsen, of Passaic, N. J.,
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Mr. Fred J. Halloran, of Rochester, N. Y.,
Mr. John Henry Hammond, of Mt. Kisco, N. Y.,
Mrs. Anna Henderson, of Brooklyn, N. Y.,
Mr. J. S. Henry, of East Orange, N. J.,
Mr. Wm. P. Holly, of Yonkers, N. Y.,
Mr. J. Otto Hunicke, of Palisade, N. J.,
Mr. Wm. H. Judd, of Stamford, Conn.,
Mrs. S. H. Kahn, of New York City,
Mr. Henry Kaufman, of Pittsburgh, Pa.,
Mr. Chester B. Lawrence, Jr., of Plainfield,
Mr. M. L. Maduro, of Dutch West Indies,
Mr. Frank Matthiessen, of Chicago, Ill.,
Mr. H. C. Merritt, of Los Angeles, Calif.,
Mrs. S. Matilda Mygatt, of New York City,
Mrs. Gabriel Nachman, of New York City,
Mr. C. M. Owens, of Hoboken, N. J.,
Mrs. Dorothy Palmenberg, of Philadelphia, Pa.,
Mr. Arthur W. Pearce, of Hewlett, L. I.,
Dr. George W. Post, of Buffalo, N. Y.,
Mr. Thomas Prehn, of Passaic, N. J.,
Mr. Harry Rascover, of Cedarhurst, L. I.,
Mrs. Helen M. Robins, of Greenwich, Conn.,
Mr. Wayne A. Root, of Hamilton, N. Y.,
Mr. Byford Ryan, of Jericho, L. I.,
Mr. Irving Sarnoff, of Philadelphia, Pa.,
Mr. C. E. Schaff, of St. Louis, Mo.,
Mr. Mark M. Schlesinger, of New Rochelle, N. Y.,
Mr. James H. Schmelzel, of Monmouth Beach, N. J.,
Mr. Lewis Schoolhouse, of Central Valley, N. Y.,
Mr. George C. Sherman, of Watertown, N. Y.,
Mr. Robert C. Sherman, of New Bedford, Mass.,
Mrs. Bernard A. Smith, of New York City,
Mrs. F. G. Smith, of Brooklyn, N. Y..
Mr. Henry Sobel, of Sebago Lake, Maine,
Mrs. Byam K. Stevens, of Lenox, Mass.,
Mr. Louis A. Stirn, of Staten Island, N. Y.,
Mr. Emanuel Strauss, of Baltimore, Md.,
Mr. Edward C. Striffler, of Harrington Park, N. J.,
Mr. Henry R. Towne, of Litchfield, Conn.,
Mr. F. T. Van Beuren, of Morristown, N. J.,
Mr. Frederick R. Van Vechten, of Little Falls,
Mrs. George Ver Hoeven, of Brooklyn, N. Y.,
Mr. Percy H. Wilson, of Norfolk, Va.,
Miss Virginia Wright, of Sound Beach, Conn.,
Mr. Lewis H. Withey, of Grand Rapids, Mich.

Road Conditions on Long Island

At the present time there are hundreds of miles of hard-surfaced roads throughout Long Island which are in good condition; only a few short sections are under construction where detours are necessary. The trunk lines running east and west on both the north and south shores, and through the center, are all open and free from construction, with the exception of a short rough section at Babylon, also through Tangiers and Moriches. The entire south shore road between Jamaica and Amagansett is in good condition. The north shore road is also in good condition between Flushing and Port Jefferson, excepting a short stretch at Greenvale, just beyond Roslyn, which is being repaired. The Jericho Turnpike is standing up well under the heavy traffic between New York and the Flying Field and is in good condition, excepting for a few short sections, all the way to Smithtown.

The old country road between Mineola and Hicksville is in excellent condition. The Hempstead and Jamaica Turnpike from Swampsted to Farmingdale is all hard surfaced and, excepting for one or two worn stretches, is in fair condition. The Babylon Road between Farmingdale and Babylon is partly a gravel road which has become somewhat rutted during the summer travel.

The Woodbury Road from Hicksville through Woodbury to Cold Spring, is commencing to show wear, but is quite passable at the present. The Middle Country road between Coram and Riverhead is a graded dirt road which has become badly cut up, and is somewhat rutted. At the same time, it makes an excellent connection from Riverhead, both to Greenport on the north shore, and Southampton on the south shore, being used by motorists on holidays and Sundays to avoid the congested traffic and to reach the extreme end of the eastern part of the Island without delay. The above route is also used to avoid the two ferries in crossing between Sag Harbor and Greenport, or vice versa. The route through Good Ground to Southampton is now in excellent condition, as is also the road which runs around through Shinnecock Hills to Shinnecock Golf Club. Motorists who like fair dirt roads will find Baiting Hollow Road between Wading River and Mattituck, in fair condition, and from Mattituck on through to Greenport, and out to Orient Point, there is a very scenic road which turns due north from the hotel at Mattituck and follows through Hortons Neck to Sterling, then to Main Street, Greenport.

The road from Amagansett to Montauk Point is only partly completed and there are some stretches of very heavy sand. There are two good cross-connections from the south shore road to Riverhead. The Riverhead Road from Good Ground and Quogue through Oakville, which runs from East Quogue or Quogue, the cross connection between Patchogue and Port Jefferson, are in good condition. The

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cross connection between East Islip through Central Islip to Smithtown Branch, known as Carlton Avenue and Wheeler Road, is quite rough at Central Islip, and the short connection between Central Islip and Smithtown is under construction and closed.

To reach the Jericho Pike and the north shore from Babylon, Deer Park Road can be used through Deer Park and Dixville to the Jericho Pike, also the Commack Road to Commack; from Amityville there is a fair road via Broadway to Farmingdale, thence over the Farmingdale Road through Melville, crossing the Jericho Pike into New York Avenue and through Fairground to Huntington.

The Hicksville road from Massapequa to Hicksville, thence over the Jerusalem Highway through East Norwich to Oyster Bay, is in good condition. There is a good road which runs north from the Merrick Road through Merrick and Meadowbrook to the Jericho Pike at Westbury. Main Street has a trolley line between Freeport and Hempstead. A better connection between the above places is via Grand Avenue through Baldwinville to Hempstead, or, the Christian Hook Road from Rockville Centre to Hempstead. Hempstead Avenue is also in good condition between Rockville Centre to Hempstead. There is also a Hempstead Avenue which is in fair condition running out of Lynbrook which runs to Hempstead.

From Hempstead the best cross connection through Garden City and Mineola is Franklin Avenue, which also passes the Flying Field and the Nassau County Fairground, located at Mineola, from which point to Roslyn there is a fair road. Connection from the Merrick Road at Lynbrook to the north shore can be made via Franklin Avenue, crossing the Hempstead and Jamaica Turnpike at Franklin Square and crossing the Jericho Pike at Floral Park, thence direct north to the North Hempstead Pike at Little Neck. There is also a good road from the Jericho Pike, called the Lakeville Road, which runs from Hyde Park, passing Lake Success, through Lakeville to the North Hempstead Turnpike.

Bureau of Tours

MAPS AND TOURING GUIDES ON SALE

Maps	*Price To Members*	*Price To Non-Members*
A. C. A. Map of Long Island, paper, 3 colors	$ .50	$ .50
A. C. A. Map of Long Island, linen, 3 colors	1.00	1.00
A. C. A. Map "A"—covering the main traveled routes with 100 miles of New York City, paper	.50	.50
The same on muslin	1.75	2.00
Long Island (western section), muslin, 3 colors	1.00	1.25
Long Island (eastern section), muslin, 3 colors	1.00	1.25
Suburban New Jersey, muslin, 3 colors	1.00	1.25
Westchester County, muslin, 3 colors	1.00	1.25
Hudson River Section, paper	.50	.50
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Preparing the Car for the Long Trip

MOTORISTS who contemplate making a trip of some length during the summer should bear in mind that the automobile is an assembly of mechanical units, and as such should have careful checking up from time to time, if the owner is to feel assured that each unit is "doing its bit," and that the entire mechanism is a complete, co-ordinated machine, and not a collection of poorly operating parts.

A few hours spent on the car with this end in view will be amply repaid in money and freedom from annoying delays on the road.

Before starting, the owner or his chauffeur should see that:

(1) All tires are inflated to full pressure; the standard should not be lowered during the hot weather.

(2) The battery is filled and fully charged and that the generator is working properly.

(3) All lamps are in order and that at least you have one headlight bulb and one tail lamp bulb in reserve.

(4) The radiator, lubricating oil and gasoline tanks are full. If you start with any of these empty, you will not go very far.

(5) Your brakes are working properly; see that the pins are all in place and properly cottered.

(6) Your front wheels are properly in line, and that your steering system works freely.

(7) All grease cups are screwed down tight.

(8) You have at least one good shoe extra and two tubes, and see that the tubes will hold air. Don't *think* they are all right—make sure.

(9) Have a quart can of oil and one pound can of grease stored where they will not rattle.

When you stop at a garage for the night, fifteen minutes spent with the car may save you hours the next day. Put your hands on each brake drum to see if unduly hot. Fill the radiator yourself, so you may know how much water you have lost.

Have the necessary gasoline put in your car *while you are there.* See that all compartments are locked and advise hour of starting for the next day's trip.

Examine your car in the morning. Note your extra tire and tubes and whether the latter are carried without chafing; turn on all lamps to see that each bulb is in working order; examine the accessories. Only ten minutes' work, and you are ready to start. Run easily for the first half hour and give careful attention to everything on the car, the ammeter, the oil gauge, the speedometer, the clock, the brakes —test them before coming to a hill—if everything is running smoothly, you are good for the day and for any speed you may want to travel.

When you return home again, do not put the car away and forget it, but give it an examination. At your leisure, go over it as thoroughly as before starting the trip.

Do not let the car stand for even a day with low pressure in the tires, and, once again, do not let down on the pressure in hot weather.

Southern California Canyons and Foot-hills

To the visitor, these cavernous labyrinths of winding canyons, and the lumbering foot-hills, stretched like lazy bison along the slopes that lead mountainward, are possessed of a peculiar fascination. The silence among them is appalling; every blade of grass, every flower and leaf seem imbued with a preternatural stillness. Rarely is a bird seen. If observed, it is nothing more than the dark-blue glint of a California jay, darting swiftly and silently across a deep gully, or a brown slant of some shy bird-wing fading in the recesses of a steep bank beyond.

The sycamores, splotched in grey and black, feather the hills with their plumy foliage, and the sun-shafts slide languidly along their branches to disappear as a cloud drifts past. Occasional pools in the spent watercourses glimmer shadowy from hiding-places below, and suggest a Keats-like recollection of

"the Naiad mid her reeds
Pressed her cold finger closer on her lips."

The eucalyptus columns, obelisk-slim and brown, stand in clustered groups, listless in the calm which robes these weird trees with something of the solemnity of funeral sorrows.

Paths through the foot-hills, and highways through the canyons take the wanderer into primitive surroundings that almost belie the existence of civilization so close at hand. For only a little space away may be city streets and steeples, the jangle of bells, the warning of automobile horns, and the laughter of children playing in the sun.

You may leave a motor car on one of the Southern California roadways, and in fifteen minutes be out of sight

CALIFORNIA ROADWAYS TAKE THE MOTORIST INTO THE VERY HEART OF THE FORESTS

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and hearing of the streets, in one of the narrowing channels of the foot-hills, bulwarked by bushy heights, shut away from the world's clamor. In the early spring and summer months you will find a perfect wilderness of wild flowers spangling and tinting the side-hills and pathways, in myriad shapes and colors.

All these by-ways are reached read-

EVERY ROUTE IS PICTURESQUE

ily by motor cars from the cities and towns, over roads and highways of modern construction, placarded with directing signs placed there by the Automobile Club of Southern California, to guide the stranger and the sightseer on their way. Each route is different, and all have an unforgettable charm. The wider and more extensive canyons have all been paved with up-to-date roads, and travel over them is constant both day and night. Many of these lead down to the sea, and in their broader areas hold little farm acreages where the enterprising fruit grower or honey raiser has planted his trees or set out his hives.

The views seaward from the crests of some of these cliffs are often magnificent. In calm or storm the Pacific is always majestic; sunset or sunrise glow lends one phase of beauty, and moonrise and star-shine still another expression of Nature's artistry. There is neither summer nor winter on these heights or in the valleys below, for the far Sierras have gathered the drifts to their foreheads, and the fiercer heats of the desert do not penetrate to the moderately warm spaces of the lower elevations.

In the foot-hills you will occasionally see the skurrying form of a bush-rabbit, starting from the path at your feet, and quickly blending with the brown of the surrounding sage-brush. Occasionally a bevy of valley quail will flush close at hand, whirring away and up the hills, safe from the pursuit of the hunter in these protected haunts. If you are fortunate, on some grey morning you may see the skulking figure of a coyote slip over a ridge as you enter a defile, but that will be a rarity indeed.

Overhead the black sweep of a buzzard's wings will infrequently cross, his red beak and motionless wings etched sharply against coppery skies and cloudless. In the late summer the yucca stands slimly outlined on the declivities, its white blossoms showing creamily upon the withering environment. To slip from the city streets to these retreats is one of the many marvels of life in Southern California and nowhere in America can the transition from civilization to the wilderness be so quickly made as here. In five, ten, or fifteen minutes the change is accomplished.

Perched on vantage points of the larger canyons will be found wayside inns and stopping places where motorists can find refreshment for both themselves and their rubber-tired steeds. These retreats are located on the shady spots, and are popular with both the resident and the visiting travellers. In the foot-hills where the pathways are narrow and the hills themselves crowd closely to the trails, the visitors will have to leave their cars and go afoot through the country, but by carrying

SPLENDID HIGHWAYS ARE THE RULE

lunches and water such side-trips can be made particularly enjoyable. It is really astonishing how criss-crossed these lower foot-hills are with trails, many of them leading to points above where splendid views of the sea can be had.

There is no danger of being lost on any of the roads of Southern California. The system of sign-posting is perfect.

Motor Vehicles in New York State, August, 1919

WHILE there has been more or less speculation among automobile manufacturers, dealers and motorists generally, as to just what New York State was doing this year in the way of increasing its motor vehicles, figures announced recently by Secretary of State Francis M. Hugo, and covering the first six months' registration, reveal a growth that is little short of marvelous. Compared with August 1, 1918, New York State during the last six months has added over 63,000 motor vehicles, the ranks of its chauffeurs have grown by over 21,000, its commercial cars have increased over 13,000, but its motorcycles have decreased by over 4,700. The comparative figures tell a story of their own of a six month period of activity unparalelled in the State's automobile history. On August 1, 1919, New York State had a total motor vehicle registration of 504,771 cars.

	Aug. 1, 1918	*Aug. 1, 1919*	*Increase*
Pleasure	346,100	398,560	52,460
Omnibus	16,859	19,056	2,197
Commercial	69,160	83,076	13,916
Trailers	1,887	1,633	Dec. 254
Dealers	2,220	2,446	226
Motorcycles	26,415	21,626	Dec. 4,789
Chauffeurs	129,076	150,674	21,598

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Good Roads and Health

THERE are fewer physicians in the rural sections of the country than in the cities; there are very few nurses, and practically no hospital facilities in rural regions. In some communities, even in the older states, there is only one physician to 1,500 people and many cases can be found where there is only one physician to 3,000 people, while the average for the cities is generally about one physician to 650 people.

The inadequate supply of physicians in the country is not due to the superior health of the people; there is just as much work needing to be done by the physician in rural as in urban sections. The reason is rather to be found in the lack of means of getting around the country without extreme hardships. It is becoming harder and harder for the young medical graduate to choose a rural location where he must face intolerable traveling conditions for the greater part of the year. After nine years of training for his profession, there is small appeal in the prospect even of a good practice, when the hardships of travel over the country roads are taken into account. Yet hundreds of young medical graduates would by inclination favor a rural practice if it were possible to avoid the unhappy features of country travel. The problem is important to physicians, not only because it is difficult to travel through mud to see their patients, but, also, because it is quite difficult if not impossible to transport patients needing special care, or to consult with specialists at a distance or to counsel with other general practitioners.

The results of these conditions have been serious. The death rate of the country districts is only slightly lower than the city and has not improved as rapidly as in the city; the sickness rate is no more favorable; the proportion of young men physically unfit for the army was nearly as great in spite of the boasted physical prowess of the country, and all surveys have proved that a higher percentage of curable defects is found among rural children than among city children.

But there is a worse condition still. The number of deaths of women in childbirth is proportionately greater in the country, and the number of babies who die within the first thirty days after birth is far greater. Forty per cent of all the babies that die in their first year in the cities die within thirty days after birth, while the corresponding figure for the country districts is 47 per cent. No better index of medical care could be given than these facts. They tell the story that nearly every one knows; viz., that adequate medical care is not available for the rural mothers and babies.

Good roads would enable the rural sections to secure nursing and specialists' services which are now practically impossible in many sections. Much of the future development of public health work, visiting nursing and medical service generally in the rural communities depends upon the development of good roads. It is quite impossible to provide such service effectively under present conditions.

There is also looming up the possibility of a rural hospital service with facilities for transportation to, and care in, community hospitals in which the facilities for diagnosis and care would far exceed the meager provisions of the home. The coming of good roads will hasten this development.

The city residents are concerned also in the condition of rural roads from the standpoint of health protection because they are dependent upon good roads for fresh milk. Large cities are furnished milk from remote rural regions. Bad roads delay its delivery. It is not uncommon for milk to be allowed to accumulate for two or three days before delivery from the farm. Bacteria often develop dangerously in the meantime. Good roads will emancipate the cities from depending upon existing clumsy means of transportation.

—From *Modern Medicine.*

$90,000 Given to New York State for Highway

Otto Koch, chairman of the good roads committee of the Bradford, Pa., Chamber of Commerce, recently gave the State of New York $90,000. It was one of the few gifts in the history of the State. The whole amount, in real money, was at once deposited with the State Comptroller.

The fund was given to the State by the city of Bradford on condition that before August 4 a contract be awarded by the State Highway Department for the construction of a concrete highway from the Pennsylvania State line, to connect with route 4, in Cattaraugus County. The agreement, by which the money is turned over, was entered into by Commissioner Frederick S. Greene for the State and by the Bradford Chamber of Commerce. The road, as originally planned, is nine miles long. The contribution to the cost of construction was based on $10,000 a mile.

The new road will open an outlet for all western New York to northern Pennsylvania and will form a link of improved highway in the trunk road from Buffalo to New York City. Plans are being rushed for the construction of the highway and the road will be in the making shortly.

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Stand by the Lincoln Highway

Drive for Sustaining Members Deserves Generous Support

At a recent meeting of the founders of the Lincoln Highway Association in Detroit, held to celebrate the inauguration of a season which will mean over $10,000,000 worth of Lincoln Highway improvement, Vice-President A. F. Bement read some figures which not only surprised the founders, but will hold the attention of all those interested in the Lincoln Highway Association's work.

The Association was organized in the summer of 1913—six years ago. According to Mr. Bement, in those six years the Lincoln Highway Association has raised and expended in organization and educational and promotional work, a total of $224,675.55. The surprising thing about this sum is not its magnitude, but its extremely small proportions in view of what has been accomplished by the organization, not on the Lincoln Highway alone, but for the general good roads cause in the United States.

But the most surprising thing about this sum is the fact that over $143,000 of it came from Lincoln Highway Founders themselves! A Lincoln Highway Founder is, according to the by-laws of the Association, an individual or organization who contributes $1,000 or more towards the work. There have been, since the organization of the Association, exactly forty Founders.

The balance of the funds expended by the Association was brought in through the organization's activities, the sale of maps, road guides and other material and the small contributions of widely scattered individuals.

To those who had an idea that the Lincoln Highway Association was receiving hundreds of thousands of dollars from the general public, this statement of facts may be surprising.

In addition to the $225,000 raised and expended to date by the Association in the interest of a transcontinental highway, it has raised $275,000 for special construction work, and this money is being spent to build highways beyond the means of the localities and to assist the poorer communities to link up a transcontinental route.

The Lincoln Highway Association feels that the few individuals who have been putting up the money to carry on its work should now be relieved of the burden and that those who are gaining the benefits should shoulder it. That is what the Association's effort to secure 10,000 members along the Lincoln Highway means.

Every public-spirited American along the route of the Lincoln Highway should become a sustaining member of the Lincoln Highway Association and do his small share to aid this great work to its completion. It is high time that the Lincoln Highway communities —more than 400 of them between the two coasts, every one of which appreciates fully the vast value of its location on this route—should begin to bear a portion of the financial expense which has so long been met from such a very limited source.

—*From the Evening Post, New York.*

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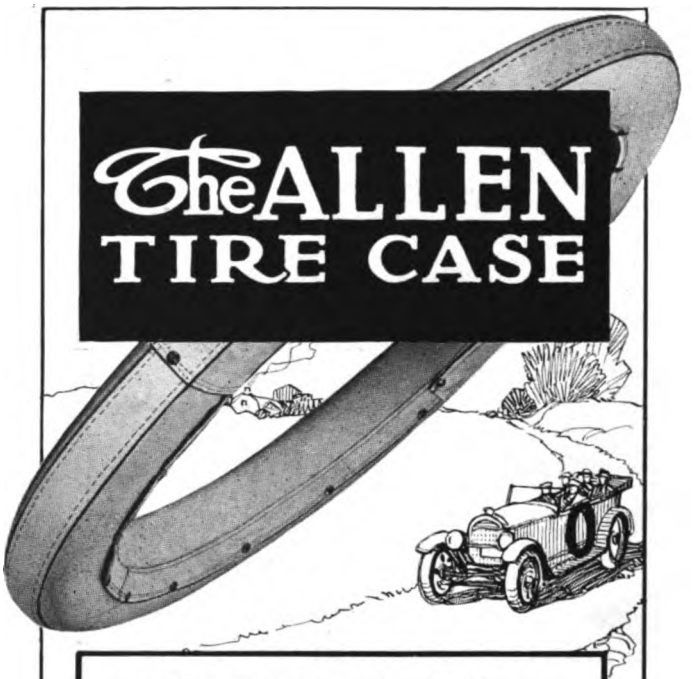

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Route	Page	Route	Page	Route	Page
Adirondack Tour	32	Maine Tour	40	Real Tour	48
Cape Cod Tour	34	New York-Chicago Tour	42	Capitol Tour	50
Granite State Tour	36	Post Road Tour	44	Ideal Tour	3rd Cover
Green Mountain Tour	38	Scenic Tour	46	New Jersey Tour	4th Cover

Each Tour has its distinctive attractions—all of them have won the praise of experienced tourists. The maps show the main and secondary roads, the principal towns, convenient stopping points and the recommended hotels.

For booklets and further information, apply to the BUREAU OF TOURS,

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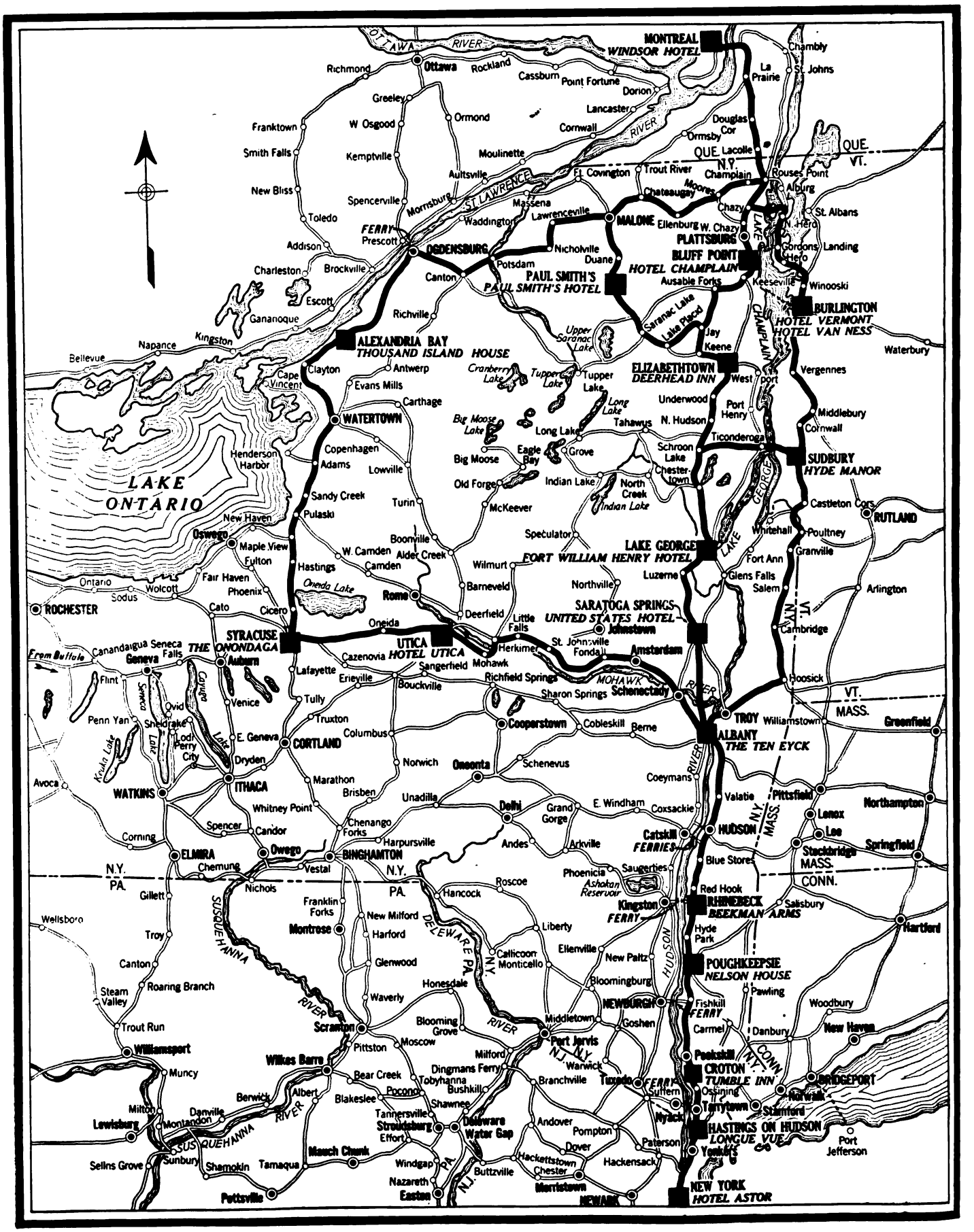
The ADIRONDACK TOUR



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Charles A. Douglass, Manager

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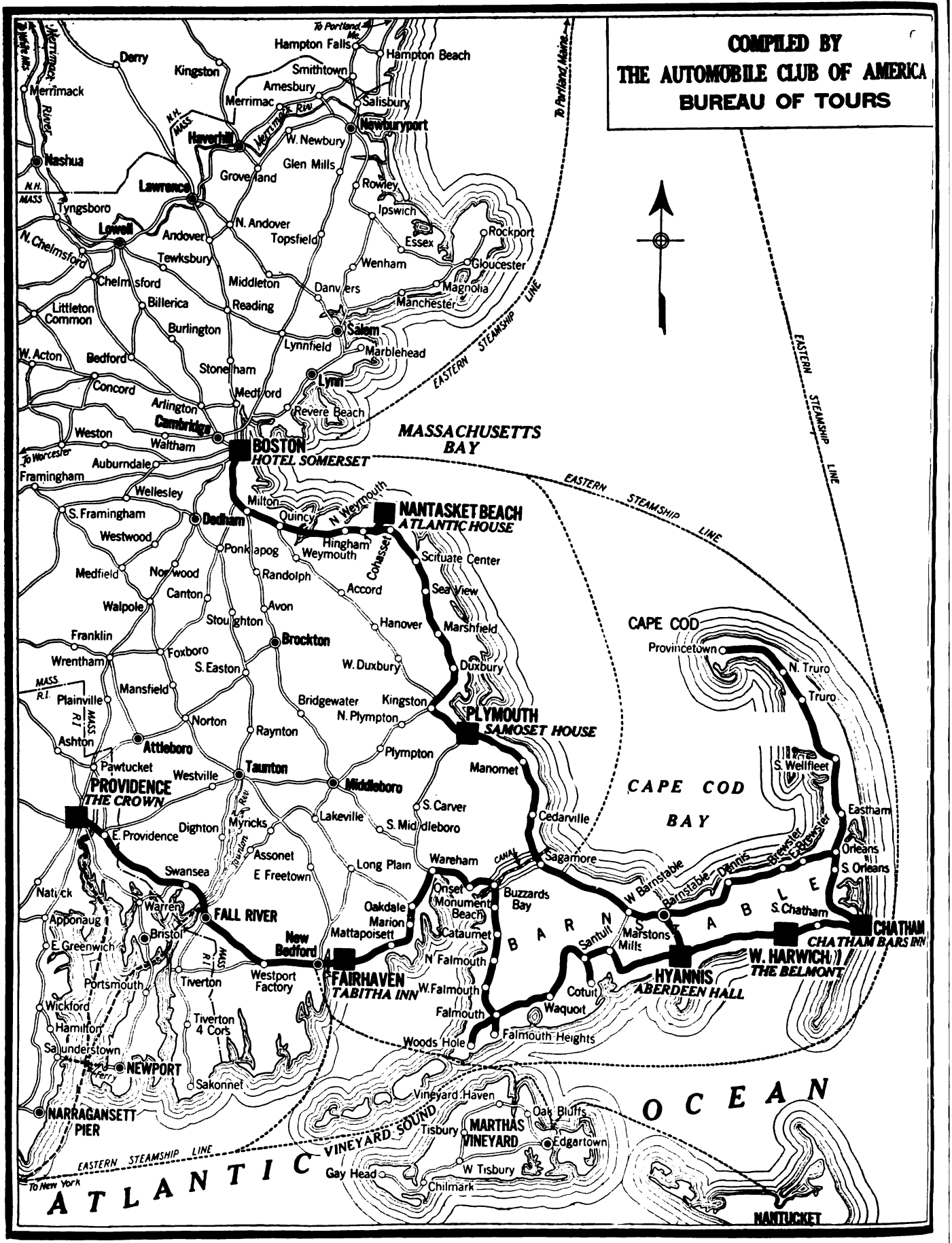

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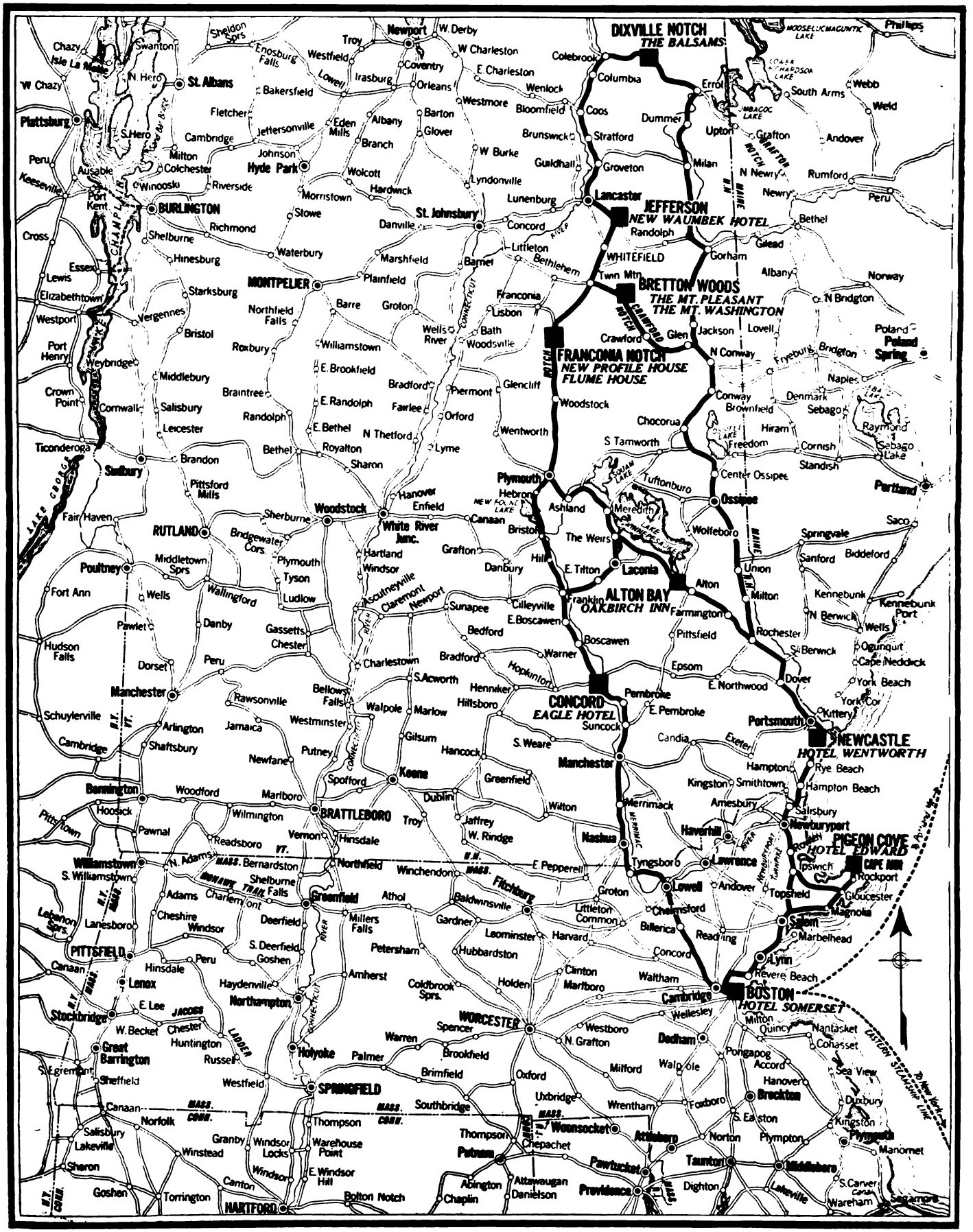

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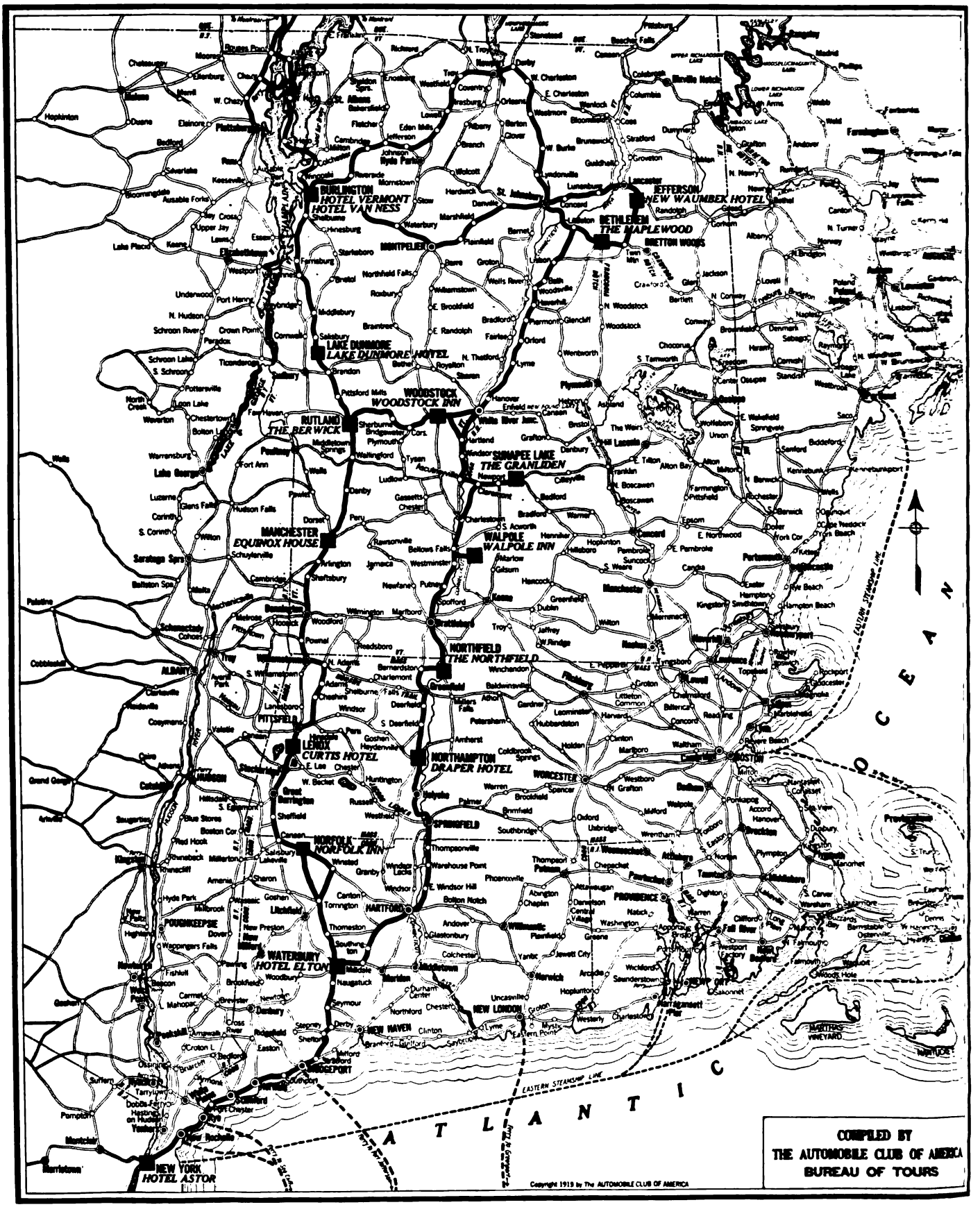

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Excellent Golf Course

Walpole Inn
Walpole, N. H.
J. F. Wilson, Proprietor

Lake Dunmore Hotel
Lake Dunmore, Vt.
Hugh J. McKinnon, Proprietor

The Northfield
East Northfield, Mass.
Ambert G. Moody, Proprietor

The Berwick
Rutland, Vt.

Hotel Draper
Northampton, Mass.
William Kimball, Manager

New Waumbek Hotel
The Hotel De Luxe of The Mountains
Season June 29 to October 1
Jefferson, N. H.
18 Hole Golf Course
Frank Shute, Proprietor

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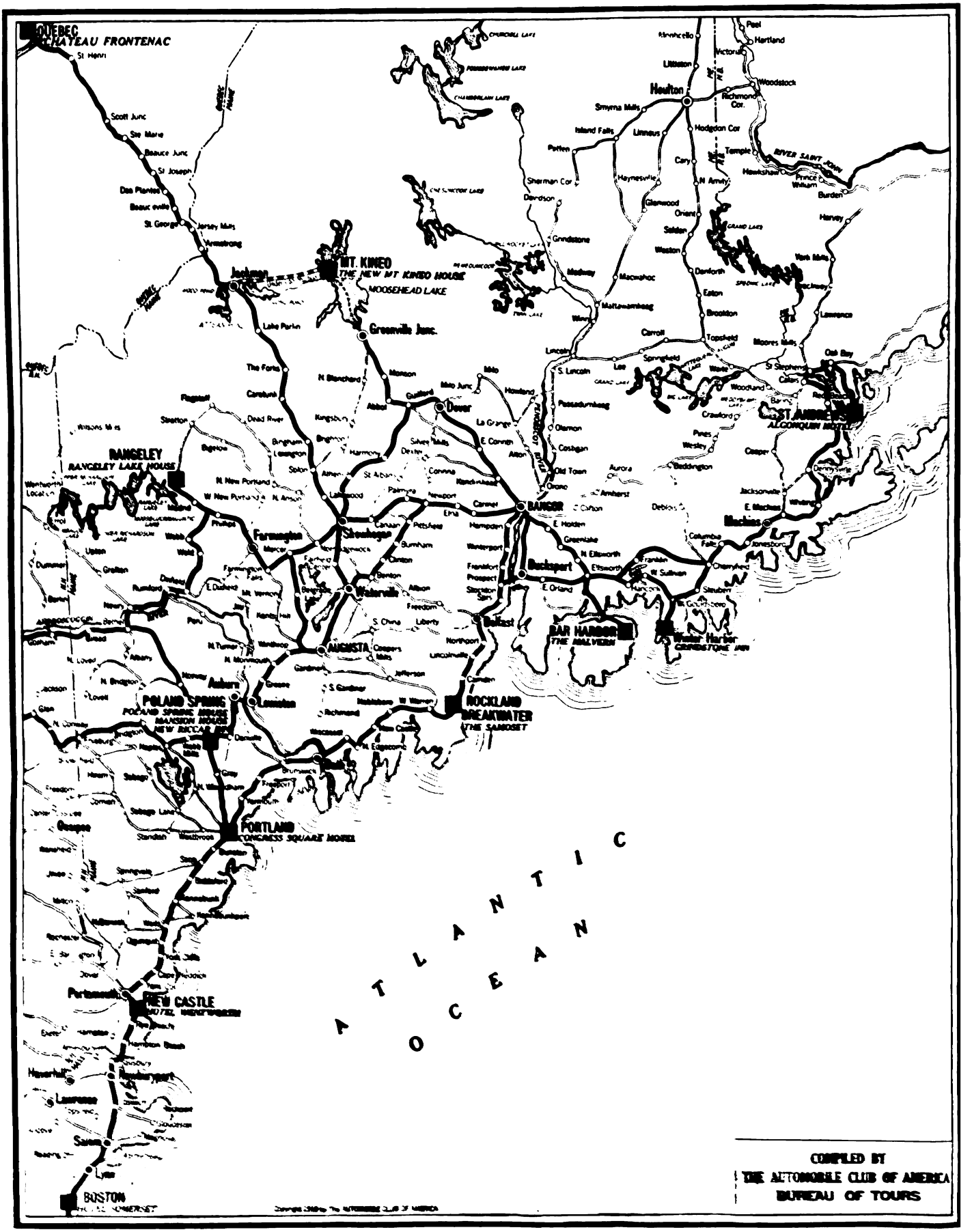
The MAINE TOUR



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The MAINE TOUR

Hotel Somerset
Commonwealth Avenue
Boston, Mass.
Frank C. Hall, Manager

Chateau Frontenac
Quebec, Que.
F. McMahon, Manager

Hotel Wentworth
Newcastle, N. H.
H. W. Priest
President
C. A. Judkins
Manager

The Samoset by the Sea
Rockland Breakwater, Maine
Open June 25th, closes Sept. 30th
Richer Hotel Co.
Proprietors
H. P. Arnold
Manager

The Congress Square Hotel
Portland, Maine
Rines Brothers
Proprietors
Carlton Glidden
Manager

The Malvern
Bar Harbor
Mount Desert Island, Maine
E. G. Grosh, Manager

Across Frenchman's Bay from the Harbor

Grindstone Inn
Winter Harbor, Maine
Winslow Pike Manager

New Mt. Kineo House
and Annex
On Moosehead Lake, Kineo, Maine
Open June 1st, closes Sept. 30th
Richer Hotel Co.
Proprietors
J. F. Anderson
Manager

Algonquin Hotel
St. Andrews by the Sea, N. B.
Season from June 15th to Sept. 15th
A. Edmund Wenman
Manager

Poland Spring House
Open June 25th to October 15th
Maine Farms
Open all Year
Home of the Famous
Poland Water
The Kineo Open
Poland Spring, Maine
Home Booklet & Rates on Application

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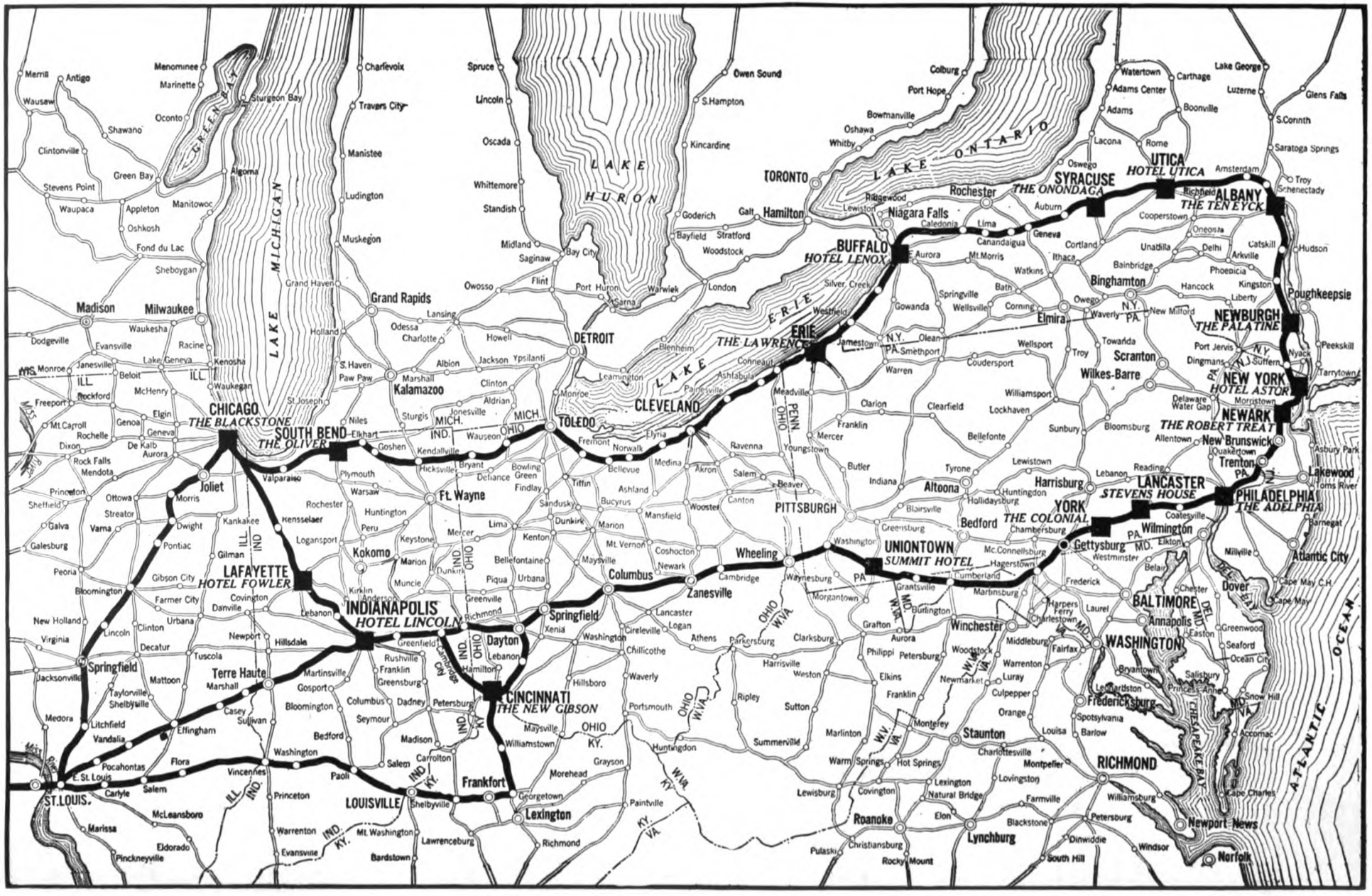
The NEW YORK-CHICAGO TOUR



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NEW YORK-CHICAGO TOUR

Hotel Astor
Times Square, New York City

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms, 700 Baths

The Blackstone
Chicago, Ill.

The Drake Hotel Company
Owners and Managers

The Palatine
Newburgh, N. Y.

N. H. Bain & Co., Proprietors

Hotel Lincoln
Indianapolis, Ind.

William R. Secker, Proprietor

The Ten Eyck
Albany, N. Y.

A. H. Rennie, Manager

Hotel Henry Watterson
Louisville, Ky.

Robert B. Jones, Manager

Headquarters, Automobile Club of Utica

Hotel Utica
Utica, N. Y.

Office of President and Secretary
New York State Motor Federation
200 Rooms, 200 Baths

New Hotel Gibson
Cincinnati, Ohio

Official Cincinnati Terminus of the Dixie Highway
Home of Cincinnati Automobile Club
500 Rooms, 500 Baths

The Onondaga
Syracuse, N. Y.

Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager — 500 Rooms

The Summit Hotel
Uniontown, Pa.

The most beautiful resort Hotel between
New York and San Francisco — Rates from $1.50

Hotel Lenox
North Street at Delaware Avenue
Buffalo, N. Y.

C. A. Miner, Manager — Modern, Fireproof, Convenient

The Colonial
York, Pa.

R. McPherson, Proprietor — 200 Rooms, 100 with Bath

The Lawrence
Erie, Penn.

Under same direction as Hotel Utica, Utica, N. Y.

Stevens House
Lancaster, Penn.

A. J. McConomy, Manager

The Oliver
South Bend, Ind.

"The Best in the West"
The Home of the Motorists — Fireproof

Hotel Adelphia
Chestnut and Thirteenth Streets, opposite Wanamaker's
Philadelphia

Adelphia Hotel Company
David B. Provan, Managing Director
400 Rooms, 400 Baths

The Fowler
Lafayette, Ind.

217 Rooms with Bath — Absolutely Fireproof
H. H. Dunbar, Manager — Roof Garden, Restaurant, Dancing, Golf

The Robert Treat
Newark, N. J.

Charles A. Carrigan, Manager

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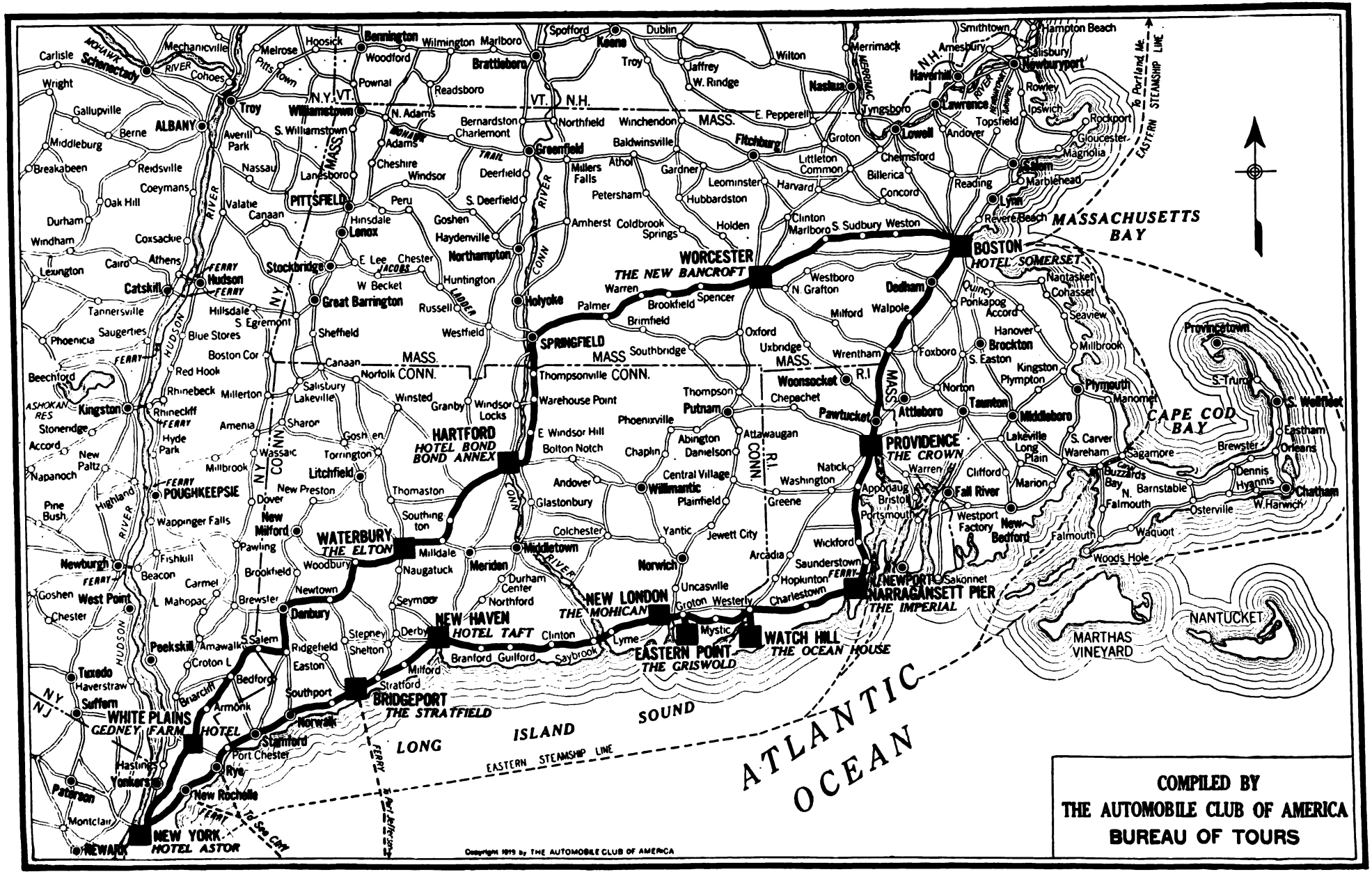
The POST ROAD TOUR to BOSTON


ALBANY
Troy
Williamstown
PITTSFIELD
Lenox
Stockbridge
Great Barrington
Catskill
Hudson
Kingston
POUGHKEEPSIE
Newburgh
West Point
Peekskill
Tuxedo
Suffern
WHITE PLAINS
GEDNEY FARM HOTEL
NEW YORK
HOTEL ASTOR
NEWARK
Rye
Port Chester
Stamford
Norwalk
Southport
BRIDGEPORT
THE STRATFIELD
Milford
Stratford
Danbury
Ridgefield
Brookfield
New Milford
Litchfield
WATERBURY
THE ELTON
Naugatuck
Woodbury
Torrington
Winsted
Canaan
Salisbury
Lakeville
Millerton
Sheffield
Great Barrington
Hinsdale
Lenox
Peru
Windsor
Cheshire
Adams
N. Adams
Williamstown
Bennington
Hoosick
Melrose
Mechanicville
Schenectady
Troy
Albany
Catskill
Hudson
Kingston
Rhinebeck
Red Hook
Tivoli
Saugerties
Phoenicia
Tannersville
Hillsdale
Chatham
Lebanon Springs
Pittsfield
Lanesboro
Dalton
Hinsdale
Lee
Stockbridge
Great Barrington
Sheffield
Canaan
Norfolk
Winsted
Torrington
Litchfield
New Preston
Washington Depot
Kent
Cornwall Bridge
Falls Village
Canaan
Salisbury
Lakeville
Millerton
Amenia
Sharon
Goshen
Wassaic
Dover
Thomaston
Southington
Meriden
Middletown
Durham Center
Northford
Seymour
Derby
Shelton
Ansonia
Milford
Orange
West Haven
New Haven
HOTEL TAFT
Branford
Guilford
Saybrook
Clinton
Westbrook
Old Saybrook
Lyme
Old Lyme
Niantic
East Lyme
Waterford
NEW LONDON
THE MOHICAN
Groton
Uncasville
Montville
Norwich
Yantic
Jewett City
Plainfield
Willimantic
Central Village
Andover
Colchester
Glastonbury
Middletown
Meriden
Milldale
Naugatuck
Woodbury
Brookfield
Newtown
Danbury
Ridgefield
Stepney
Derby
Shelton
Easton
Bedford
Southport
Norwalk
Stamford
Port Chester
Rye
Harrison
Yonkers
New Rochelle
Mount Vernon
Pelham
Bronxville
Tuckahoe
Eastchester
Scarsdale
White Plains
Armonk
Briarcliff Manor
Ossining
Peekskill
Croton L.
Mahopac
Carmel
Brewster
Patterson
Putnam Valley
Fishkill
Beacon
Wappinger Falls
Pawling
New Milford
Millbrook
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Harrison
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Pelham
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Hoosick
Melrose
Mechanicville
Schenectady
Troy
Albany
Catskill
Hudson
Kingston
Rhinebeck
Red Hook
Tivoli
Saugerties
Phoenicia
Tannersville
Hillsdale
Chatham
Lebanon Springs
Pittsfield
Lanesboro
Dalton
Hinsdale
Lee

The POST ROAD TOUR to BOSTON

Hotel Astor
Times Square, New York

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms 700 Baths

The Imperial
Narragansett Pier, R. I.

Golf — Garage

W. A. Nye

Gedney Farm Hotel
White Plains, N. Y.

Edward H. Crandall — Excellent Golf Course

The Crown
Providence, R. I.

Fred Mansfield, Proprietor — Fairness, courtesy, good service

The Stratfield
Bridgeport, Conn.

F. A. Cantwell, Manager

Hotel Somerset
Commonwealth Avenue
Boston, Mass.

Frank C. Hall, Manager

Hotel Taft
New Haven, Conn.

Open all year

The New Bancroft
Worcester, Mass.

Music, Dancing and Cabaret — Finest Roof Garden in New England

The Mohican
New London, Conn.

F. B. Walker, Manager

Hotel Bond — Bond Annex

Hartford's Newest and Most Complete Hotels

Harry S. Bond

The Griswold
Eastern Point
New London (Groton), Conn.

C. S. Krom, Manager

The Elton
Waterbury, Conn.

Almon C. Judd, Proprietor — In the scenic Naugatuck Valley

The Ocean House
Watch Hill, R. I.

Open early in June — Special attention to automobile parties

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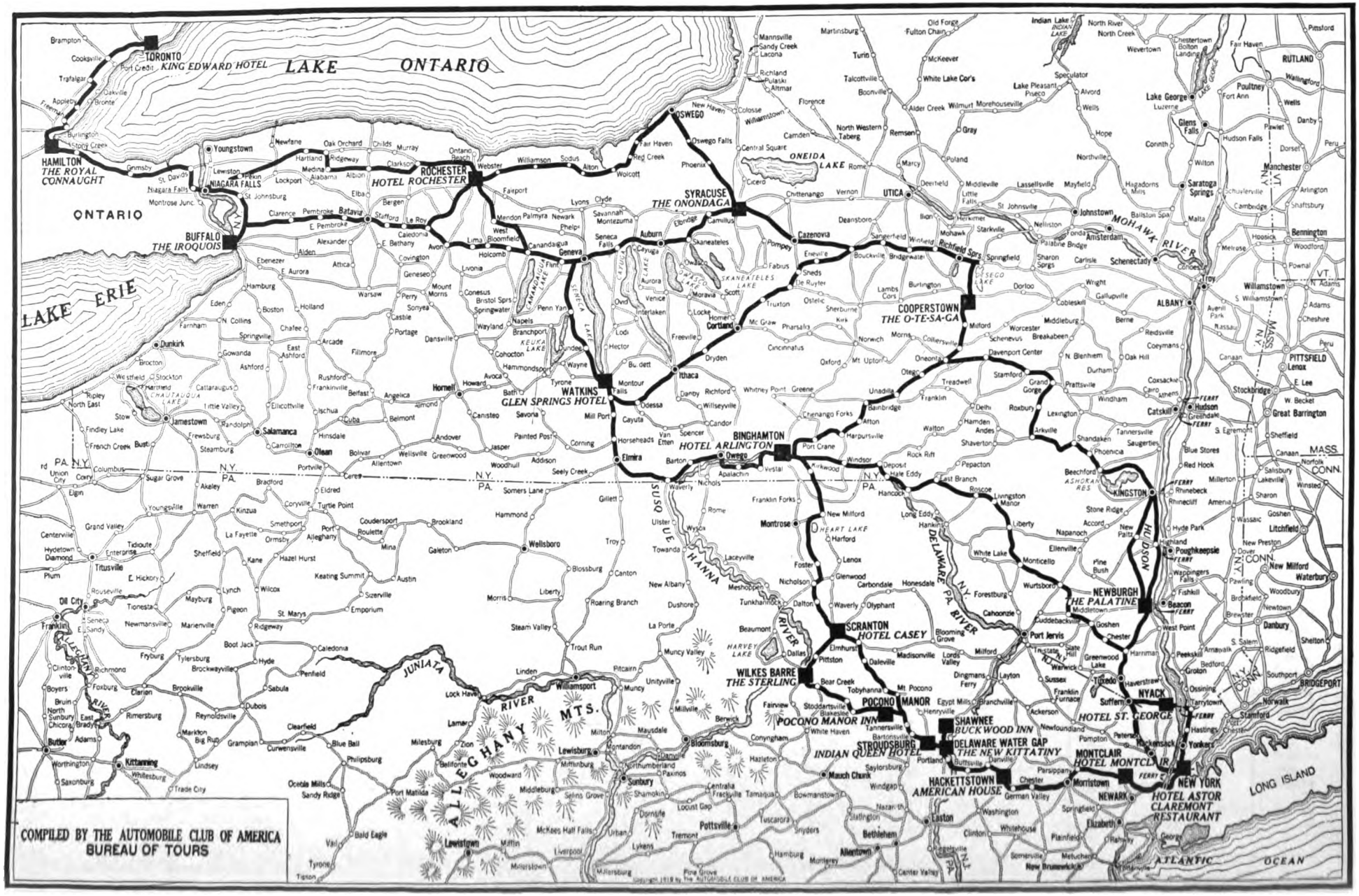
The SCENIC TOUR



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The SCENIC TOUR

Hotel Astor
Times Square, New York
Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Hotel Casey
"The Perfect Hotel"
400 Outside Rooms
350 with Bath
Starting Point for the proposed Lackawanna Trail
Scranton, Pa.
Fireproof Garage in connection with Hotel
Hotel Casey Company
J. J. Schafer, Manager

Hotel Montclair
Montclair, New Jersey
Open the entire year
Frederick C. Hall Company
A la carte service in the English Grill

The Iroquois
Buffalo, N. Y.
H. M. Gerrans, President
E. C. Green, Manager

American House
Hackettstown, N. J.

The Royal Connaught
Hamilton, Ont.
George H. O'Neil, Resident Manager

The New Kittatinny
Delaware Water Gap, Pa.
John Purdy Cope

King Edward Hotel
Toronto, Ontario

Buckwood Inn
Shawnee on Delaware, Pa.
C. V. Murphy, Manager

The Onondaga
Syracuse, New York
Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager
500 Rooms

Indian Queen Hotel
Stroudsburg, Pa.

Hotel Rochester
Rochester, N. Y.
Milton Roblee, Manager
Fireproof Garage adjoining accommodations for 200 cars

Pocono Manor Inn
Pocono Manor, Pa.
J. W. Hurley, Manager

The O-te-sa-ga
On Otsego Lake
Cooperstown, New York
C. B. Knott, Proprietor and Manager

The Sterling
Wilkes-Barre, Pa.
J. J. Lenahan, Manager

The Palatine
Newburgh, N. Y.
H. N. Bain & Co., Proprietors

Absolutely Fireproof
Fireproof Garage Adjoining

Arlington Hotel
Binghamton, N. Y.
235 Rooms
175 with Private Bath
Kennedy-Tierney Company
Edward M. Tierney, President

Hotel St. George
Nyack, New York

Glen Springs Hotel
Watkins, New York
William E. Leffingwell, President

Claremont
Riverside Drive, New York City
Management same as Longue Vue
Hastings-on-Hudson

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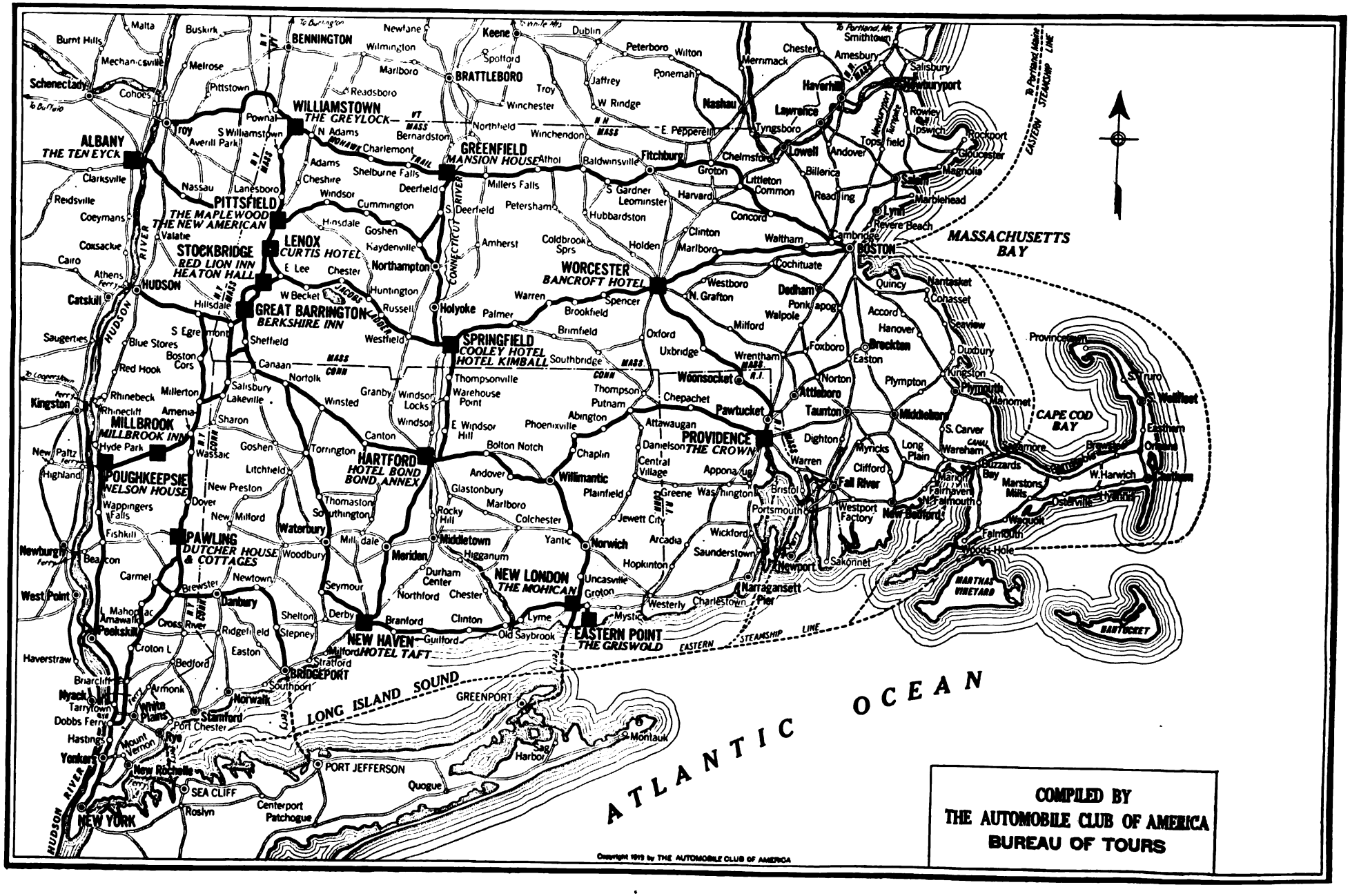
The REAL TOUR to the BERKSHIRES



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The REAL TOUR to the Berkshires

BOOKLET and MAP may be obtained free at The AUTOMOBILE CLUB of AMERICA or from any of these HOTELS

Dutcher House and Cottages
Open all year — Pawling, N. Y.
Leland W. Blankinship, Lessee — Telephone. 34 Pawling

The Greylock
Williamstown, Mass.
Henry N. Teague, Lessee

Nelson House
Poughkeepsie, N. Y.
Walter Averill, Proprietor — Open all year

Mansion House
Greenfield, Mass.
H. L. Wood, Proprietor — Open all year

Millbrook Inn
Millbrook, N. Y.
M. E. Sniffen, Proprietor — Open May 22

Cooley Hotel
Springfield, Mass.
Open all year

The Ten Eyck
Albany, N. Y.
A. H. Rennie, Manager — Open all year

Hotel Kimball
Springfield, Mass. — Open all year
George W. Sweeney, Managing Director — Fred. W. Peverly, Resident Manager

The Berkshire Inn
Great Barrington, Mass.
Caleb Ticknor & Son — Open May 25 to November 1

Hotel Bond Bond Annex
Hartford, Conn.
Harry S. Bond, Managing Director — Open all year

The Red Lion Inn
Stockbridge, Mass.
Allen T. Treadway, Proprietor — Open April 25

The Bancroft
Worcester, Mass.
Charles S. Averill, President and Managing Director — Open all year

Heaton Hall
Stockbridge, Mass.
Allen T. Treadway, Proprietor
W. G. Havill, Manager — Open June 16

Hotel Taft
New Haven, Conn.
Open all year

Curtis Hotel
Lenox, Mass.
Rosewell M. Curtis, Manager — Open April 25

The Griswold
Eastern Point, New London, Conn.
C. S. Krom, Manager — Open June 14

The Maplewood
Pittsfield, Mass.
Arthur W. Plumb, Proprietor — Open May 28

Hotel Mohican
New London, Conn.
F. B. Walker, Manager — Open all year

New American House
Pittsfield, Mass.
Plumb & Clark, Proprietors — Open all year

The Crown
Providence, R. I.
Fred Mansfield, Proprietor — Open all year

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The CAPITOL TOUR

COMPILED BY
THE AUTOMOBILE CLUB OF AMERICA
BUREAU OF TOURS
NEWARK
THE ROBERT TREAT
NEW YORK
HOTEL ASTOR
THE PLAZA
THE BILTMORE
SCRANTON
WILKES-BARRE
EASTON
TRENTON
LAKEWOOD
PHILADELPHIA
HOTEL ADELPHIA
THE BELLEVUE-STRATFORD
RITTENHOUSE HOTEL
ATLANTIC CITY
WILMINGTON
HOTEL DU PONT
LANCASTER
STEVENS HOUSE
HARRISBURG
YORK
COLONIAL HOTEL
BALTIMORE
HOTEL BELVEDERE
THE STAFFORD HOTEL
CHAMBERSBURG
HOTEL WASHINGTON
GETTYSBURG
FREDERICK
NEW CITY HOTEL
HAGERSTOWN
HOTEL HAMILTON
BEDFORD
BEDFORD SPRINGS HOTEL
MARTINSBURG
HOTEL BERKELEY
HARPERS FERRY
HILL TOP HOUSE
CUMBERLAND
WASHINGTON
CONGRESS HALL HOTEL
HOTEL CONTINENTAL
THE RALEIGH
HOTEL HARRINGTON
HOTEL POWHATAN
THE NEW EBBITT
METROPOLITAN HOTEL
THE GRAFTON
THE NEW WILLARD
WINCHESTER
HOTEL EVANS
FREDERICKSBURG
PRINCESS ANNE HOTEL
LURAY
HOTEL LAURENCE
HARRISONBURG
THE KAVANAUGH
GROTTOES
THE GROTTOES
OF THE SHENANDOAH
STAUNTON
RICHMOND
THE JEFFERSON
WILLIAMSBURG
FORTRESS MONROE
HOTEL CHAMBERLIN
NORFOLK
THE MONTICELLO
HOT SPRINGS
THE HOMESTEAD
LEXINGTON
LYNCHBURG
HOTEL CARROLL
THE VIRGINIAN
WHITE SULPHUR SPRINGS
THE GREENBRIER
Eagles Mere
Williamsport
Lock Haven
Bellefonte
State College
Altoona
Tyrone
Huntingdon
Mill Creek
Hollidaysburg
Claysburg
Breezewood
Hancock
Frostburg
Grantsville
Romney
Moorefield
Petersburg
Franklin
Monterey
Warm Springs
Covington
Clifton Forge
Covington
Natural Bridge
Glasgow
Buena Vista
Lexington
Greenville
Deerfield
Sulphur Springs
Lebanon White
Churchville
Staunton
Crawford
Burketown
Grottoes
Charlottesville
Lacey Springs
Mt. Jackson
Newmarket
Edinburg
Woodstock
Maurertown
Strasburg
Middletown
Stevens City
Winchester
Charlestown
Bunker Hill
Martinsburg
Harpers Ferry
Jefferson
Sharpsburg
Hagerstown
Mercersburg
Greencastle
Harrisonville
Fayetteville
Chambersburg
Shippensburg
York Springs
Carlisle
Mechanicsburg
Harrisburg
Duncannon
Mifflintown
Lewistown
Belleville
Liverpool
Grantville
Johnstown
Myerstown
Lebanon
Ephrata
Palmyra
Port Trevorton
Woodward
Lewisburg
Northumberland
Sunbury
Shamokin
Muncy
Muncy Valley
La Porte
Bloomsburg
Berwick
Wilkes-Barre
Pittson
Scranton
Dingmans
Shawnee
Mt. Pocono
Stroudsburg
Delaware Water Gap
Hackettstown
Washington
Clinton
Mauch Chunk
Bethlehem
Allentown
Tamaqua
Pottsville
Hamburg
Kutztown
Reading
Pinegrove
Pottstown
Norristown
Bryn Mawr
Wayne
Berwyn
Paoli
Darby
Chester
Downingtown
Coatesville
Sadsburyville
Paradise
Columbia
Hellam
Thomasville
York
New Oxford
Gettysburg
Emmitsburg
Thurmont
Lewiston
Frederick
Sharpsburg
Jefferson
Harpers Ferry
Bunker Hill
Charlestown
Winchester
Middleburg
Manassas
Occoquan
Dumfries
Warrenton
Garrisonville
Fredericksburg
Culpeper
Spotsylvania
Locustdale
Orange
Gordonsville
Louisa
Montpelier
Partlow
Chilesburg
Ashland
Richmond
Seven Pines
Williamsburg
Yorktown
Lee Hall
Newport News
Old Pt. Comfort
Norfolk
Petersburg
Sutherland
Carson
Dinwiddie
Suffolk
Courtland
Franklin
Emporia
Alberta
Lawrenceville
Blackstone
Nottoway
Burkeville
Farmville
Wilson
Prospect
Pamplin
Appomattox
Concord
Lynchburg
Natural Bridge
Glasgow
Snowden
Collierstown
Clifton Forge
Covington
Hot Springs
Lexington
Staunton
Greenville
Deerfield
Sulphur Springs
Lebanon White
Churchville
Monterey
Franklin
Petersburg
Moorefield
Romney
Frostburg
Grantsville
Cumberland
Bedford
Bedford Springs Hotel
Mc Connellsburg
Hagerstown
Hancock
Martinsburg
Harpers Ferry
Charlestown
Bunker Hill
Winchester
Stevens City
Middletown
Strasburg
Maurertown
Woodstock
Edinburg
Mt. Jackson
Luray
Newmarket
Lacey Springs
Harrisonburg
Grottoes
Crawford
Burketown
Charlottesville
Staunton
Fredericksburg
Princess Anne Hotel
Montrose
Warsaw
Tappahannock
Montague
Harmony Village
Cape Charles
Exmore
Eastville
Accomac
Mappsville
Crisfield
Pocomoke
Princess Anne
Snow Hill
Salisbury
Berlin
Cambridge
Lothian
Annapolis
Eastern
Hurlock
Seaford
Centerville
Denton
Church Hill
Harrington
Chestertown
Kingsville
Parkton
Belair
Aberdeen
Havre de Grace
Perryville
Elkton
Northeast
Newark
Dover
Middletown
Delaware Bay
Cape May
Cape May C.H.
Ocean City
Vineland
Millville
Bridgeton
Salem
Glassboro
Woodbury
Hammonton
Chester
Darby
Paoli
Berwyn
Wayne
Bryn Mawr
Norristown
Pottstown
Reading
Pinegrove
Port Trevorton
Woodward
Lewisburg
Northumberland
Sunbury
Shamokin
Muncy
Muncy Valley
La Porte
Eagles Mere
Williamsport
Lock Haven
Bellefonte
State College
Altoona
Tyrone
Huntingdon
Mill Creek
Hollidaysburg
Claysburg
Breezewood
Hancock
Frostburg
Grantsville
Romney
Moorefield
Petersburg
Franklin
Monterey
Warm Springs
Covington
Clifton Forge
Covington
Natural Bridge
Glasgow
Buena Vista
Lexington
Greenville
Deerfield
Sulphur Springs
Lebanon White
Churchville
Staunton
Crawford
Burketown
Grottoes
Charlottesville
Lacey Springs
Mt. Jackson
Newmarket
Edinburg
Woodstock
Maurertown
Strasburg
Middletown
Stevens City
Winchester
Charlestown
Bunker Hill
Martinsburg
Harpers Ferry
Jefferson
Sharpsburg
Hagerstown
Mercersburg
Greencastle
Harrisonville
Fayetteville
Chambersburg
Shippensburg
York Springs
Carlisle
Mechanicsburg
Harrisburg
Duncannon
Mifflintown
Lewistown
Belleville
Liverpool
Grantville
Johnstown
Myerstown
Lebanon
Ephrata
Palmyra

The CAPITOL TOUR

NEW YORK
Hotel Astor
Wm. C. Muschenheim
The Plaza
Fred Sterry, Manager
The Biltmore
J. McE. Bowman

NEWARK
The Robert Treat
Chas. A. Carrigan

PHILADELPHIA
Hotel Adelphia
David B. Provan, Managing Director
The Bellevue-Stratford
Rittenhouse Hotel

WILMINGTON, Del.
Hotel DuPont
B. S. Taite, Director

BALTIMORE, Md.
Hotel Belvedere
J. F. Letton, Manager
The Stafford Hotel

WASHINGTON, D. C.
Congress Hall Hotel
Hotel Continental
A. W. Chaffee, Manager
Hotel Harrington
Hotel Powhatan
The New Ebbitt
Metropolitan Hotel
The Grafton
The New Willard
F. S. Hight, President
The Raleigh

FREDERICKSBURG, Va.
Princess Anne Hotel

RICHMOND, Va.
The Jefferson
O. F. Weisiger, Manager

FORTRESS MONROE, Va.
Hotel Chamberlin
George F. Adams, Manager

NORFOLK, Va.
The Monticello

LYNCHBURG, Va.
Hotel Carroll
The Virginian

WHITE SULPHUR SPRINGS, W. Va.
The Greenbrier
J. H. Slocum, Manager

HOT SPRINGS, Va.
The Homestead
C. S. Andersen

GROTTOES, Va.
The Grottoes of the Shenandoah

HARRISONBURG, Va.
The Kavanaugh

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Hotel Laurence

WINCHESTER, Va.
Hotel Evans

MARTINSBURG, W. Va.
Hotel Berkeley

HARPERS FERRY, W. Va.
Hilltop House

FREDERICK, Md.
New City Hotel

BEDFORD, Pa.
Bedford Springs Hotel

HAGERSTOWN, Md.
Hotel Hamilton

CHAMBERSBURG, Pa.
Hotel Washington

YORK, Pa.
Colonial Hotel

LANCASTER, Pa.
Stevens House

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Ferry Schedules for the Motorist

Manhattan—New Jersey

West Shore Railroad	West 42d Street to Weehawken	About every 15 minutes.
West Shore Railroad	Cortlandt Street to Weehawken	
Delaware, Lackawanna & Western Railroad	West 23d Street to Hoboken	About every 10 minutes.
Delaware, Lackawanna & Western Railroad	Barclay Street to Hoboken	
Delaware, Lackawanna & Western Railroad	Christopher Street to Hoboken	
Delaware, Lackawanna & Western Railroad	West 23d Street to 14th Street, Hoboken	
Pennsylvania Railroad	Cortlandt Street to Jersey City	About every 10 minutes.
Pennsylvania Railroad	Desbrosses Street to Jersey City	
Riverside & Fort Lee Ferry Co	West 130th Street to Edgewater, N. J	About every 10 to 20 minutes.
Dyckman Street & Englewood Ferry Corp	Dyckman Street to Englewood, N. J	March 29 to Dec. 8. Week days, from 6 A. M. to 11 P. M., every half hour. Sat., Sun. and Holidays, from 6 A. M. to 12 P. M., every 10 minutes.

Manhattan—Brooklyn and Long Island

Municipal Ferry	Battery to 39th Street, Brooklyn	About every 20 minutes.
Brooklyn & Manhattan Ferry Co	East 23d Street to Broadway, Brooklyn	About every 20 minutes.
Long Island Railroad	East 34th Street to Long Island City	About every 10 minutes.

Manhattan—Staten Island

Municipal Ferry	Battery to St. George	About every 15 minutes.

Staten Island—New Jersey

Staten Island Railway Co	Tottenville to Perth Amboy	About every half-hour, 5.10 A. M. to 2.17 A. M.
Port Richmond & Bergen Point Co	Pt. Richmond, S. I., to Bergen Point, N. J	Every 10 minutes.
New Jersey & Staten Island Ferry Co	Howland Hook to Elizabethport	About every 20 minutes, from 5.20 A. M. to 12.10 A. M.
Cartaret Ferry Co., Inc	Linoleumville to Cartaret, N. J	Daily, every 20 minutes, from 10 A. M. to 7 P. M., June 14 to Sept. 15.

Staten Island—Brooklyn

Brooklyn & Richmond Ferry Co	69th Street, Bay Ridge, to St. George, S. I	From Brooklyn on a half-hour schedule from 6 A. M. to 7:30 P. M. From St. George on a half-hour schedule from 6 A. M. to 7:30 P. M.

Schedules concluded on following page

To make the Looks outlast the Car use plain water, a sponge and

MOBO AUTO CLEANSER

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San Francisco, 855 Monadnock Building
Los Angeles, 518 Central Building
New Orleans, 203 Marine Bank Building

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Ferry Schedules for the Motorist

Continued from preceding page

Long Island Sound Ferries

Marine Operating Co.	RYE, N. Y., to SEA CLIFF, L. I.	Lv. Sea Cliff 9 and 11.30 A. M., 2, 4.30 and 7 P. M. Lv. Rye 10 A. M., 12.30, 3, 5.30 and 8 P. M.
Marine Operating Co.*	New Rochelle to Sea Cliff	
Bridgeport & Port Jefferson Steamboat Co.	Bridgeport, Conn., to Port Jefferson, L. I.	Daily. Lv. Port Jefferson 9 A. M. and 4.30 P. M. Lv. Bridgeport 1.30 and 6.30 P. M.
Montauk Steamboat Co. (U. S. Railroad Administration)	New London to Shelter Island and Greenport	Lv. Sag Harbor 6 A. M. and 12.30 P. M. Lv. New London 10 A. M. and 4.15 P. M.
Marine Operating Co.	Bayville, L. I., to Rye, N. Y.	Will start a service Saturday, August 30th.

New England Ferries

Hadlyme & Chester Ferry Co.	Hadlyme to Chester, Conn.	On signal. 7 A. M. to 7 P. M.
Interstate Transit Co., Inc.	Greenwich, Conn., and Oyster Bay, L. I.	Lv. Greenwich 8 and 11 A. M., 2 and 5 P. M. Lv. Oyster Bay 9.30 A. M. and 12.30, 3.30 and 6.30 P. M. On Saturdays, Sundays and Holidays an extra boat is run at 8 P. M. from Greenwich and 9.30 P. M. from Oyster Bay.
Jamestown & Newport Ferry Co.	Saunderstown to Newport, R. I., via Jamestown Island	Boats leave hourly from 7.30 A. M. to 7.30 P. M.
Newport & Providence Railway Co.	Bristol to Bristol Ferry	May 1 to Oct. 1 daily, about every hour from 8 A. M. to 6.15 P. M.
Thames Ferry Co. (The City of New London Municipal Ferry)	New London to Groton	Every 20 minutes, 5 A. M. to midnight.

Hudson River Ferries

North River Ferry Co.	Tarrytown to Nyack	Every hour, 7 A. M. to 9.30 P. M. On the hour from Nyack, half hour from Tarrytown.
North River Steamboat Co.	Tarrytown to Nyack	Every hour, 7.30 A. M. to 6 P. M. On the hour from Tarrytown, half hour from Nyack.
Garrison & West Point Ferry Co.	Garrison and West Point	About every 45 minutes, 7 A. M. to 7.30 P. M.
NEWBURGH FERRY	NEWBURGH to BEACON	About every 25 minutes from 6.19 A. M. to 1 P. M., then every 15 minutes to 8 P. M., then every 25 minutes to 11.55 P. M.
Poughkeepsie & Highland Ferry Co.	Poughkeepsie to Highland	Every half hour, 5.45 A. M. to 10 P. M.
Rondout-Sleightsburg Ferry Co.	Rondout to Sleightsburg	Every 5 minutes, 5.55 A. M. to 10.30 P. M.
Rhinebeck & Kingston Ferry Co.	Rhinecliff to Kingston	About every 40 minutes, from 6.40 A. M. to 10.40 P. M.
Catskill Ferry Co.	Catskill to Greendale	About every hour. See N. Y. C. time table.
Hudson & Athens Ferry Co.	Hudson to Athens	About every 30 minutes, 6.15 A. M. to 7 P. M.
Coxsackie Ferry Co.	Coxsackie to Newton Hook	About every hour, 7.45 A. M. to 6.40 P. M.

Lake Champlain

CHAMPLAIN TRANSPORTATION CO. (The U. S. S. R. R. Administration)	LAKE CHAMPLAIN	Lv. Burlington for Port Kent and Plattsburg about 5.30 and 8.45. Sundays 5.10 and 1.10. Lv. Plattsburg 6:45 and 3. Sundays 7 and 11.10 A. M. Lv. Port Kent 7.30 and 3.50. Sundays 7.45 and 12.

Lake George

LAKE GEORGE STEAMBOAT CO. (The U. S. S. R. R. Administration)	LAKE GEORGE	Lv. Baldwin 1.20 and 7.30. Sundays 1.20, making all intermediate stops and arriving at Lake George 4.40 and 10.50; Sundays 4.40. Lv. Lake George 9.50 and 4.15; Sundays 9.50. Arr. Baldwin 1.10 and 7.35; Sundays 1.10.

Miscellaneous

The Chazy Landing Auto Ferry	Chazy, N. Y., to Isle La Motte, Vt.	On signal. April 15th to Nov. 25th.
Wilmington & Penns Grove, N. J., Ferry	Wilmington, Del., to Penns Grove, N. J.	About every hour on the hour, from 6.30 A. M. to midnight.
Tolchester Steamboat Co.	Tolchester Beach to Baltimore, Md.	Daily service leaving Baltimore at 9 A. M. and 2 P. M. and leaving Tolchester at 10.45 A. M. and 4 P. M., except on Wednesday, Thursday, Saturday and Sunday when the hour is 7 P. M. instead of 4 P. M.

* This ferry not running when this number of MOTOR TRAVEL went to press.

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For Sale and Exchange

Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

WANTED

HOUSE BOAT, for the season, with option to purchase. Medium size, with or without engine. Full particulars, when built, rental desired, purchase price for cash, photograph, etc.

212-SK—1916 eight-cylinder Stearns-Knight Sedan.

236-D—1914 six-cylinder, 35 H. P. Daimler; perfect condition; open, cabriolet, landaulet type of body, made by King & King, Hammersmith.

241-R—Six passenger 35/45 Renault cabriolet, open or closed, as desired. Practically like new. Palmer cord tires, also two extra, all in good condition. Car now on dead storage in London.

245-SK—1917 Stearns-Knight. A smart-looking car; fixed Victoria top; five seats; front seats fold out of sight, covered by rolling shutters. Ready for service.

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

250-R—1912 Renault, shaft driven, 30 H. P. runabout car. Has not been driven over a thousand miles. Also a four or five passenger touring body, now on the car.

262-H—1919 Hupmobile coupe. Run but 1,400 miles. 1909 model. Mahogany interior, built by Rothchilds, of Paris. The car is fast.

254-P.A.—1916 Pierce-Arrow touring car. Up to date in every respect.

255-C—Cadillac 1915 touring car, with extra winter top (Sterling), recently repaired and painted.

256-C—1915 Cadillac touring car. Fine mechanical condition.

257-C—Late model Cadillac, Victoria, run very little. Very stylish.

259-B—For sale, Berline body. In good condition. Exterior finish, dark blue, interior trim, mahogany with blue broadcloth upholstery. Built to fit 55 H. P. Fiat, but can be altered for other chassis. Stored at the Club's 72d Street Garage, and can be seen by applying to the Superintendent.

260-C—Cunningham, 1918. Immediate delivery, six-passenger touring car. Sodpan model, 142-inch wheel base, 8-cylinder, mechanically perfect; just painted, tires excellent condition; two sets of wheels, six each Disteel & Rudge wire wheels. Can be seen and demonstrated at any time.

261-P.A.—Pierce-Arrow six-cylinder 48 H. P. 1911 touring car. Wind shield, extra curtains and tires, slip covers. Extra limousine body. Has always given satisfaction. Good bargain. Was in dead storage for a year and a half.

262-H—1919 Hupmobile coupe. Run but 1,400 miles Absolutely perfect in every respect. Painted dark blue; light upholstery.

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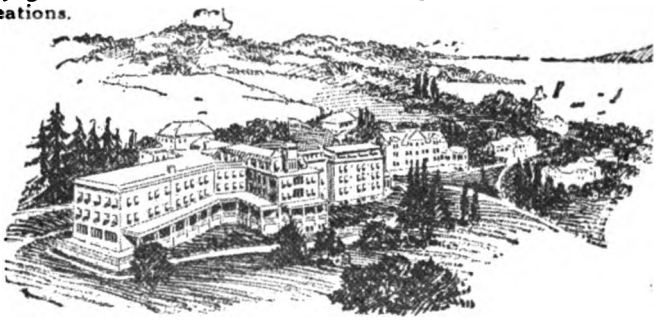

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This statement is not intended as a reflection on other tire makers but is made simply to show Michelin's devotion to a single purpose.

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MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Clubhouse, 54th and 55th Streets, West of Broadway, New York

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Vol. XI September, 1919 No. 6

CONTENTS

SAUNTERING ALONG THE TRAIL OF THE PADRES 9
The Story of the California Missions
Trowbridge Hall

ROAD CONDITIONS ON TRUNK LINES 13
O. M. Wells

THE PROPER CARE OF BATTERIES 14

A COLONY OF BEAUTIFUL HOMES 15
The Rumson Road and Harding Road Section of New Jersey
Reginald McIntosh Cleveland

THE LIGHTER SIDE OF REGISTRATION 20

NEW ENGLAND'S MOUNTAINS UNDER AUTUMN SKIES 21
Florence M. Pettee

OFFICIAL NOTICES 26

BUREAU OF TOURS NOTICES 27

THE HISTORIC PHILADELPHIA-PITTSBURGH HIGHWAY—PART XXVII 29
Robert Bruce

THE ASSOCIATED TOURS 39

FERRY SCHEDULES FOR THE MOTORIST 60-61

MEMBERS' CARS FOR SALE AND EXCHANGE 63

MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

Copyright, 1919, by The Automobile Club of America

Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR

Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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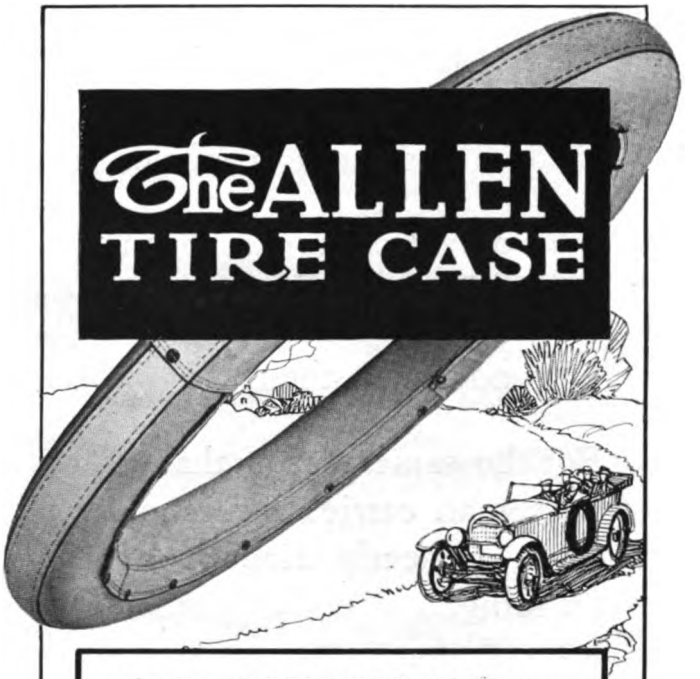

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MOTOR TRAVEL

Sauntering Along the Trail of the Padres

The Story of the California Missions

Trowbridge Hall

Foreword

A WORLD-FAMED Etymologist claims that back in the Middle Ages, on pilgrimages to the Holy Land, the French Crusaders were continually being asked whence they were going. They would reply: *à la sainte terre.* This colloquially was abbreviated to the Saint-terrers, and then, in the course of time by those to whom French was a barbaric tongue, to Saunterers. A peculiarly fitting term, it would seem, to apply to a summer idling along the trails blazed by the heroic and self-sacrificing Franciscans during the late seventeen hundreds, even though the trails have now widened into well-paved highways and a speedy motor car replaces the slow-plodding burro. Always provided, have it understood, that your traveling companions be Imagination, Sympathy and Understanding, lest the end of the trail be Disillusionment; for remember you are wandering in the avenues of the past through an often discordantly modern setting and a present-day atmosphere sadly out of tune with old ways.

Europe and Asia, whose abbeys and shrines are in an almost perfect state of preservation, with a beginning long antedating the attempt to balance the legendary egg before Ferdinand and Isabella, look with scarcely concealed amusement at America when antiquity-hunting in her own country; but if Confucius is to be trusted. "Today, some day will be a hundred years ago"; and, should the fight to preserve the monuments of California, at the same time instill a love of country, the old missions will be doing a service comparable with the object for which they were founded.

SAN DIEGO DE ALCALA AS IT IS TODAY

For two decades or more a small but enthusiastic band of men and women, united by their "reverence for the past," have been struggling to prevent a complete obliteration of the mission ruins; and, in so far as practicable, to reconstruct the original roads connecting them. As a direct outcome of their work, the destroying hand of Time has been stayed and, here and there, restorations begun; while every mile of road that once joined the twenty-one missions has been surveyed, and is now marked by bell guide posts, bearing the title "El Camino Real"—the Royal Road.

But this is the sole barrier to a "contempt with which history will one day mark the present generation for permitting an almost criminal negligence."

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Motor Travel

San Diego de Alcala

On July 16th, in the year 1769, though nearing the breakfast hour, not a sign of smoke was traceable at even one of the many wigwams making up the Indian village of Cosoy. The entire population was out-of-doors, clustered about the hill which centered in the town. The "ugly blue-eyed, nasty white colored devils" who had come from the unknown some ninety suns ago were brewing more witch medicine, and must be watched. But as the "Diggers" cared for nothing save how to fill their stomachs, even the tense excitement which had pulled them out of doors did not prevent many of the family groups from browning over red-hot stones their every-day ration of wild locusts. The more provident, with meat in their larder, were busied with cutting it into strips and then tying it to long cords which permitted them, after a few moments of swallowed enjoyment, to pull out the partly digested mass and pass it along to the next expectant members of the family who would keep on repeating this operation until the delectable morsel was "no more."

THE RUDE CROSS OF TILES THAT MARKS THE SITE OF THE EARLIEST MISSION ON PRESIDIO HILL

The men were entirely naked, unless glistening daubs of paint and dangling snail shells from ears and nose can be considered clothing. The women wore two fibre-woven aprons, suspended from a girdle around the waist, one at the back, one at the front, leaving an opening at either side, presumably the forerunner of the one-time modish slit skirt. Both sexes wore long locks smeared with grease. It was a lazy, filthy people "more beastly than the beasts," who crouched, in expectant waiting here at the base of the hill.

On the heights, except for the guards, was gathered the entire white colony, putting the final touches to rude earthen works surrounding a brushwood structure, a nearby Cross and several hanging bells. Priests, with shaven crowns, wearing a loose brown robe, tied at the waist by a long tasseled girdle; soldiers in leather jackets made from tanned deer skin, sailors in ship clothes; caballeros in gay attire—one and all were busy. But suddenly work ceased. Their task was finished. Amid an almost breathless silence Father Junipero Serra blessed the just erected brush-wood chapel, the site upon which it stood, and the Cross that reared before it. And then, with all the pomp and ceremony that the circumstance permitted, High Mass was sung. With a salvo of musketry the royal standard of Spain was flung to the breeze; while bells rung out their solemn notes, and incense floated o'er the little altar—incense, which slowly wafting its way seaward, seemed striving to carry the good tidings across the great waters.

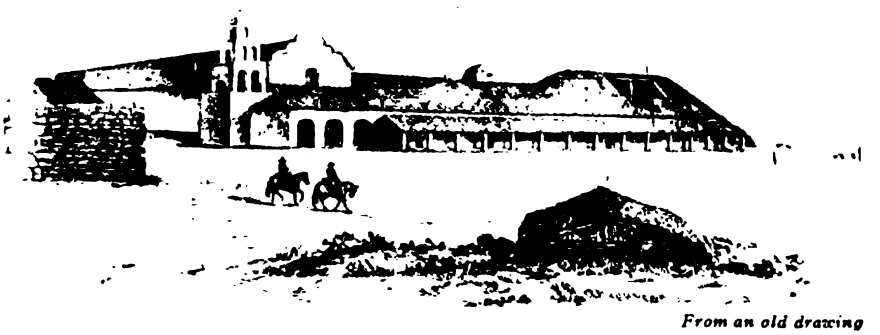
And so was born the first Californian mission—San Diego de Alcala—prophetically named by Viscaino, a hundred and sixty-seven years before.

* * * *

More pretentious buildings soon came into being; the wooden stockade gave way to a high wall of brick, and, for sixty years or more, within the quadrangle of the Presidio lived and died the first Spanish colony of upper California. But, though the soldier and the priest worked side by side, Spain was always influenced primarily by lust of Empire rather than by religious zeal, and the sword in point of authority was ever above the Cross. It was the old and the ever new conflict between Church and State, of petty interference by secular authorities in matters strictly religious. Even the saintly Father Serra was called "a troublesome meddler" for daring to fight against a "civilization that came riding on a powder wagon." In 1774 came the inevitable split; and the missionaries, with their little company of Indian converts, sought new fields.

A few miles up the river an ideal site was located and, before many months had passed, they were housed under better conditions than at Cosoy. For more than a year the work proceeded prosperously, with growing herds, increasing crops, and the far more important spiritual crop of several hundred converts. Then, without reason, unless the Medicine Men who had always wielded an enormous power, found it waning and incited their followers to conspire against the lives of the opposing Priests, eight hundred pagans, under cover of the midnight darkness, sneaked down upon eight whites. The buildings were put to flames and the battle-cry was sounded. Father Jaume, a valiant figure of a man, unarmed and alone, came out into the glare of the firelight and, as simply as if in the quiet of his little chapel, greeted the savage howling mob, with his usual salutation: "Amad a Dios hijos" ("Love God, my children"). But his courage and faith availed nothing then. He was seized and tortured to death in a frightful manner. His spirit, however, lives, and many bear witness that to this very day a white-robed figure, with lighted candle and Cross, can be seen moving about the ruins.

The neophytes, in time, rallied about their spiritual Fathers, and the mission, as we know it from photographs still extant, was then begun, though not fully completed until 1813. The neophytes quarried all the stone, made the thousands of needed adobe bricks, and felled the timber which oftentimes grew as much as sixty miles away. Toilsome work, but lightened into a fiesta by the understanding priests who, relaying the Indians in groups a mile apart, sprinkled with



From an old drawing

SAN DIEGO DE ALCALA AT THE HEIGHT OF ITS PROSPERITY

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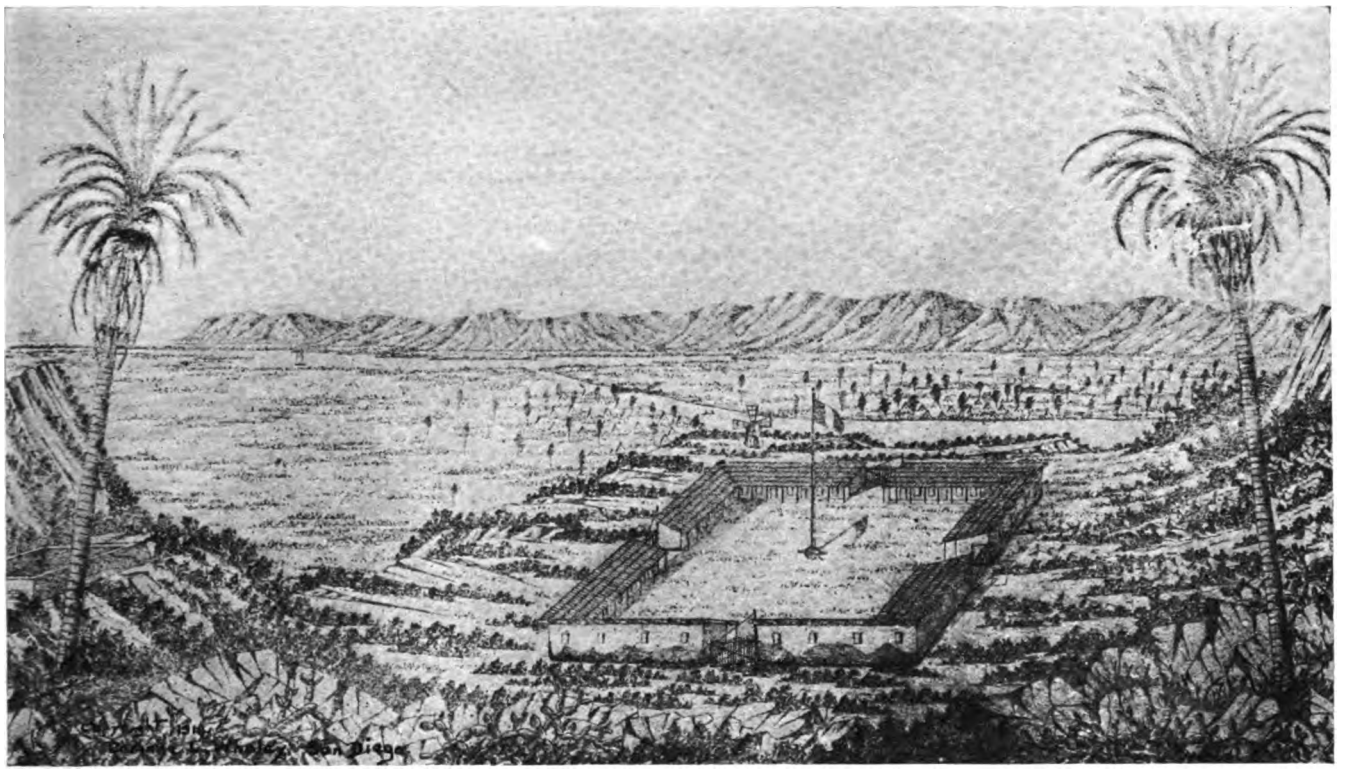
holy water the prepared timber, and, to a song accompaniment, hoisted these rafters to the shoulders of the first in line, who transferred them to the second group, and so, without once touching unhallowed ground, they were carried all the sixty miles to the church.

The day came when something like forty square miles were under the guidance of this one mission. A single crop of wheat, barley, and corn amounted to 21,000 bushels, and in cattle, horses and sheep they tallied 26,000 head. And at nightfall, when the Angelus rang, hundreds of the self-same naked, filthy savages upon whom, at the memorable founding in 1769, Father Serra had gazed in loving anticipation, were assembled in prayer.

* * * *

Secularization—Mexico's desire to pay her debts with other people's property — a virtual confiscation, sounded the death knell to this dream of patriarchical government.

Today Cosoy, San Diego Old Town, is virtually a ruin to which "picturesque" could not, with honesty, be applied. The average tourist is drawn to it, not because of its Mission memories, but for the reason that fiction has woven Old Town into the romance of "Ramona." To be sure, fiction has been capitalized, and a very creditable and costly restoration of the storied marriage place has been made; while truth, so much stranger than any fiction—a truth that should be the treasured glory of the city and the state—must satisfy itself with a memorial cross built largely of tile, dug up from the surrounding fields. Presidio Hill, the birthplace of all the Missions, is only a weed-covered mound; while the mission buildings, six miles away, are wrecked beyond even a semblance of their former glory. To the thieving "hack driver" of present San Diego, they represent only another source of graft about which tales can be woven for the credulous tourist, to whom they sell clippings of a near-by bush, grown, they say, from the original crown of thorns. Or else, with bated breath, they point to two poor, mutilated, sacred paintings, and tell how the arrows, fired during the great insurrection, once piercing them, fell harmless to the ground.



THE PRESIDIO, WITHIN WHOSE WALLS LIVED THE FIRST SPANISH COLONY
Copy of a sketch made from the word picture of one who lived there

From San Diego de Alcala to San Luis, Rey de Francia

San Diego's real estate operators (and there are so many, it is said they are forced to wear secret emblems to keep from bothering one another) having had visions of a world center, grabbed seventy-eight square miles of land, all of which was incorporated within the city limits. This gluttony brought on acute financial indigestion, and, for years, caused the highways to be little better than byways.

You run over well asphalted streets, however, from the Plaza center of San Diego through Murphy Canyon to the bridge, the farther end of which marks the entrance to the Mission Grounds, just 7.9 miles distant. Here is a right angle turn to the left which brings you on to a country road, the one always traveled by the sandal-shod Fathers in their walks between Mission and Presidio, running beside the San Diego River through Mission Valley to Old Town, some six miles farther—fourteen miles in all, while only four, if the direct route to Old Town is taken.

At Old Town are the two giant palms, mothers of all the palms in California, which were planted by the Padres in 1769—until recently so highly reverenced as to be used for hitching posts; and as the most prominent place upon which egotistical tourists from Fool-town could carve their names.

Another four miles, and the road branches sharply oceanward, following the sea into La Jolla anglicized into Cave Hole; presumably, derived from the sea-cut caverns in the promontory upon which La Jolla rests; an artistic little settlement as evidenced by the considerable colony of painters making it their home. After rounding the nearby hill with wonderful backward views of the bay and the rambling one-storied houses conforming to every irregularity of the rocks, you soon reach the grade of the famous Torrey pines, called after the naturalist of that name, and made famous by pictures innumerable but scientifically so as being the only example in the world of this particular species which

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bears a cluster of five needles, instead of the customary three.

Now comes Del Mar (of the sea), and from her cheery Elizabethan inn, you have an "eye-encompassed" sweep of more than forty miles. Go there, as did the writer, just as the sun, getting drowsy, is preparing for bed; when, with swift brush, he paints in magic colors the curtain of the sky behind which he sinks to sleep; then when darkness falls about you, watch the eyes of heaven open, one by one, and the spell of California will be upon you.

Although we have traveled by way of the Mission, some thirty-five miles, as faithful followers in the footsteps of the Padres, we must retrace our steps—back to the turn just beyond False Bay. Instead of turning, we keep straight ahead into Rose Canyon, which runs almost due north and meets the present highway near the foot of Torrey grade. While perhaps less interesting scenically, darting as it does around and behind the mountains, away from the sea, through level fields, it has a charm all its own and the historic importance of being the true road of the Padres who, seeking not views but the shortest way, found this five miles shorter.

On leaving Del Mar, you hear the sea "crooning in long rolling breakers against gleaming shore-lines" and for many a mile you cling to the ocean—passing Cardiff, the dream city of an enthusiastic Englishman, where streets, cutting through as yet vacant lots exhibit all the hauteur lent by such aristocratic names as Oxford, Cambridge, Westminster, Dublin, and Kilkenny; by Encinitas, little oaks it means, though the trees are mostly eucalyptus, deadening the air with sickly odor; through Carlsbad (so-called upon the maps, but since the war the "bad" has been taken out and thus Germany loses one more disciple). Then comes the city of Ocean Side, forty-three miles from San Diego (fifty-three by way of San Diego Mission) living up to its name by being placed considerably farther from the ocean than most of the towns already passed. But what interests us most particularly is the Mission bell-post pointing inland, with the inscription: San Luis Rey 4.7 miles. Another unimproved country road, but the true Camino Real.

A BRUSHWOOD STRUCTURE, A NEARBY CROSS, AND SEVERAL HANGING BELLS
An invariable ceremony preceding the foundation of every mission

THE CHARACTERISTIC "MISSION BELL," MARKER THAT POINTED INLAND 4.7 MILES

All in the golden weather
  Forth let us ride today,
You and I together
  On the King's Highway.
The blue skies above us,
  And below the shining sea;
There's many a road to travel,
  But 'tis this road for me.

It's a long road and sunny,
  It's a long road and old,
And the brown padres made it
  For the flocks of the fold;
They made it for the sandals
  Of the sinner folk that trod
From the fields in the open
  To the shelter house of God.

—From The King's Highway (El Camino Real) by John S. McGroarty.

To the "Chemin des Dames" by Automobile

AMONG the various automobile trips being organized in Paris to points of interest in the war-zone, is one arranged by Monsieur Commeinhes, of 21 Avenue Carnot, Parc Saint Maur, Paris, himself a wounded veteran. Monsieur Commeinhes provides a fleet of motors to accommodate his tourists and takes them over the following route:

Paris to Meaux, Lizy-Sur-Ourcq, La Ferté-Milon, Villers-Cotterets, Fleury, Longpont, Chavigny, Soissons, Crouy, Le Moulin De Laffaux, Le Chemin Des Dames, Margival, Concy le Chateau, a vitally interesting tour of 180 kilometres over the actual battle-field.

The automobiles start from the Place de la Bastille, Paris, at 5:45 A.M., and return to Paris about 8:00 P.M., the inclusive cost of the round trip being 78 francs.

Owing to the difficulties of obtaining food along the tour through the devastated territory, it is advisable to provide oneself with what may be required in the way of refreshment en route, though a meal is provided at Soissons, where bread and wine is obtainable.

The trip takes place daily except on Wednesdays; Monsieur Commeinhes reserves that day for parties of the Orphans of the Great War, whom he carries over the entire tour without charge.

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Road Conditions on Trunk Lines

O. M. Wells, Chief Roadman of the Club

New England

THE BOSTON POST ROAD, between New York and New Haven, is free from construction and in good condition.

The Shore Road from New Haven through New London and Providence is good to New London, with a short stretch under construction between Croton and Poquanock. The detour down through Eastern Point is just as good and much more scenic. There is also a very rough stretch where the top surface has become somewhat pitted, at Charleston.

The Tower Hill Road is used between Wakefield and East Greenwich, instead of going via Narragansett, as there is construction at Saunderstown. From there on through Providence to Boston the road is all in good condition.

On the inside trunk route from New Haven through Meriden, Hartford, Springfield and Worcester, the road is free from construction and in good shape, with the exception of a short stretch between West Warren and Brookfield, which is rather rough.

The Naugatuck Valley between Bridgeport and the Berkshires via Waterbury, is now in excellent condition. The road, which has been under construction between Seymour and Naugatuck, is entirely finished, and makes an excellent route between New York and northern New England points.

The Air Line route between New York and Providence, which runs through Danbury, Waterbury, Hartford and Willimantic, is in excellent condition through Waterbury and over the Southington Mountain to Hartford. From Hartford on, there are two short sections where repair work is going on, one at Pomfret, the other at Chepachet. Both are provided with good detours.

The inside trunk line to the Berkshires, which runs by the Sawmill Valley through Briarcliff, Pawling and Millerton, is open and in good condition to Millerton. The concrete road, which has been under construction between Lakeville and Salisbury, is now completed, and there are now no detours on this favorite route between New York and Pittsfield.

New York State

The Albany Post Road between New York and Albany on the east side of the Hudson River is all clear and in good condition. All of the Adirondack trunk lines are free from detours. Motorists will find the road between East Greenbush through Troy an excellent short cut to reach Saratoga and eastern Adirondack points. Troy also makes a good connection for Manchester and western Vermont, as there is a splendid macadam road between Troy and Hoosick Falls.

The Mohawk Valley route between Albany and Buffalo is mostly good, with some indifferent sections. Construction is in progress and detours are necessary between Tribes Hill and Fonda, Little Falls and Herkimer, at Mycenae and between Chittenango and East Syracuse.

The west side of the Hudson River between New York and Albany is quite good, excepting for one or two short stretches. There is a detour between Central Valley and Highland Mills, which is not bad, and a rough stretch at Ravena.

The Kingston-Oneonta trunk line through the Catskills, which skirts the shore of the Ashokan Reservoir, is under construction between Fleischmans and Arkville. The best way to reach Oneonta over the above route is to turn off and run north at Shandaken to Lexington, then west to Grand Gorge and Stamford.

The trunk line between New York and Binghamton, which has become known as the "Liberty Route," running via Tuxedo, Middletown, Liberty and Hancock, is in excellent condition and very scenic. It is also quite good from Binghamton on through Elmira to Watkins.

The Slate Hill Road between Goshen and Port Jervis is quite good. Motorists using the above route running to the Delaware Water Gap will find the road closed between Port Jervis and Milford, making it necessary to cross the river on a bridge from Tri-States into New Jersey and back again on a bridge to Milford. The balance of the route to the Water Gap is in excellent condition.

Long Island

The South Shore and Merrick Road are open and in good condition, with the exception of a short stretch at Babylon, which is somewhat rough.

The Jericho Turnpike is in good condition to Smithtown.

The North Shore Road is all good to Wading River, excepting the short stretch under construction at Greenvale between Roslyn and East Norwich. In fact, all the trunk lines on Long Island, including the main cross connections, are 75 per cent. hard surfaced, in good condition.

New Jersey

The Water Gap route, which runs from northern New Jersey and Dingmans Ferry, is all hard surfaced, in quite good condition, providing the motorist avoids the road from Franklin Furnace through Sparta to Lafayette, and continues north from Franklin Furnace to Sussex, and then to Branchville, which is about five miles longer, as the road through Sparta at the present time is in a very bad condition.

The above route runs through Leonia, Hackensack, Paterson, Pompton, Newfoundland, Sussex and Branchville to Dingmans.

There is another good way of going to the Water Gap via Dingmans over good roads from New York via the Belleville Turnpike through Belleville, Montclair, Caldwell, Parsippany, Dover, Kenville, Netcong, Andover and Newton to Branchville. The above route is also the route to Lake Hopatcong.

The short route to the Water Gap is via Newark, Morristown, then over Schooley's Mountain through Hackettstown. It is all fair going to Bridgeville. From there on to the Water Gap, a distance of eight miles, the road is quite rough.

There is considerable construction work on the direct road to Philadelphia between Rahway and Trenton. Motorists going through can avoid the construction by running from Rahway to Perth Amboy, then over to Metuchen and on to New Brunswick. From New Brunswick the Granbury Turnpike is followed to a road which turns off between Deans and Dayton, and runs through Monmouth Junction, then over the old Trenton Turnpike into Trenton.

A number of the roads in south New Jersey are not good at the present time, and the terrible condition still prevails at South Amboy.

The Bureau of Tours received information that the contract had been let for a new hard-surfaced road running from the bridge, which crosses the Raritan River, through South Amboy, and connecting with the brick road which runs into Keyport.

The road is under construction between Keyport and Redbank. To

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reach Seabright and the Ocean Boulevard from Keyport, run due south to Holmdel, then west to Redbank. From there go over the new Harding Road, which was recently opened to the public for pleasure vehicles only, and is no doubt one of the finest pieces of road construction as to grade, drainage and surface that there is in this country. The Harding Road connects with the beautiful Rumson Road, which is in excellent condition, to Seabright.

The Berkshire Trail

The new state highway between Pittsfield and Northampton, in Massachusetts, is to be known as "The Berkshire Trail." William M. Kimball, of Northampton, secretary of the New England Hotel Association, is sponsor for the name, which meets with the approval of the State Highway Commission.

The four and a half miles of new road now under construction in Dalton and Windsor will be completed late in the fall.

For its scenic qualities, many motorists believe that the Berkshire Trail will compare favorably with the Mohawk Trail and Jacob's Ladder.

To Stop Automobile Thefts

The sheriffs of Georgia are doing their part to put an end to automobile theft. At the recent annual session of the Georgia Sheriffs' Association in Atlanta two tentative bills intended for submission to the coming session of the state assembly were endorsed by the convention and referred to a committee which will round them into shape. One of the measures, proposed by Sheriff James I. Lowry, of Fulton County, provides that in every transaction involving the sale of a new or second-hand car the actual bill of sale must be recorded with the sheriff of the country, who will issue a proper identification card in return. The second bill contemplates the distribution of license tags by counties through the sheriffs.

The sheriffs believe that the proposed legislation, if enacted, will materially reduce an estimated loss of about $1,000,000 resulting from automobile thefts in Georgia. But that is not the only benefit they claim for the measures. The tentative bills, they say, will net the state approximately $100,000 in additional revenue, will save automobile owners thousands of dollars now spent in tracing cars and will eventually destroy the market for stolen machines.

The Hoosier Motorist.

The Proper Care of Batteries

PROBABLY no individual instrument on an automobile performs so important and such varied duties as does the battery. It is equally probable that its misuse is in direct proportion to its importance.

It is not sufficient to know that the generator with which an up-to-date car is equipped is charging when the motor is running. It must be definitely known that the current generated is neither more nor less than is required to keep the battery properly charged. The amount of electrical current developed by a properly functioning generator is practically constant, while the amount consumed by the use of the various instruments which are supplied by the battery is never constant. It is evident, then, that a battery may be either overcharged or undercharged by a perfectly normal generator.

The general belief that the electrical system is equipped with a cutout to prevent overcharging is erroneous. It has no such duty. Its duties are, however, first, to close the circuit when the generator is not operating, so that the current in the battery does not run back or discharge through the generator; second, to control the rate of current passed to the battery when charging, but not to control the amount of current.

The battery should be tested weekly to be certain that it is being properly charged. It must be supplied with water regularly in order that the electrolyte may be sufficient in quantity to keep the battery properly filled. A battery deteriorates almost as rapidly while idle as when in use, as the active ingredients of which a charged battery is composed are constantly in operation, whether the battery is in use or left standing. It is therefore evident that a battery cannot be left idle in its normal condition and retain its usefulness.

If an automobile is to be idle more than three weeks, the battery should be removed from the car and cared for by a competent electrical mechanic. It cannot with safety be left in the motor with the terminal leads disconnected, which is the general practice.

The Club is equipped to care for batteries, either in constant use or when the car is in dead storage. The care given a battery from a car on dead storage depends upon the direct order given by the member. It is always removed from the car at once and placed in the Battery Department, where it receives a charge each month (oftener if necessary). It is in readiness for almost immediate service, provided the battery was in good condition when received. It must be borne in mind that a battery is of constantly active composition, and its condition cannot be definitely known without dismantling and examining the various parts. It may appear perfectly normal and act so for several months and suddenly begin to show interior weakness. Upon this indication, the Club member is advised at once and his permission is requested to allow the dismantling of the battery. Prompt attention on his part may save the battery; delay will surely ruin it. No battery, however, is dismantled without the consent of the owner.

If a battery is to be idle longer than five or six months, it should at once be given the proper care, the exact method of handling depending on the judgment of the man in charge of the Battery Department. The battery may be dismantled after properly charging and left in a dry condition; it may be properly charged, drained and washed and refilled with water only, and so left, or it may be charged and emptied, washed and sealed in an empty condition. The proper treatment should be left to the judgment of the Department, as it depends entirely upon the condition of the battery. A battery should last two years or even more, if properly cared for continuously, both when in use and when in idleness. Eighteen months is more than the average battery lasts, because of its misuse. A battery on a car in dead storage is frequently found useless when wanted. Deterioration is constant, unless the battery is cared for as above outlined.

The Club charges an average of fifty cents for removing a battery from a car. Sometimes this is a rather difficult operation. It charges one dollar per month for the regular recharging of a battery as required during the month. A charge of fifty cents is made if the battery is dismantled, filled or sealed. A dismantled battery requires about ten days' notice before it can be made ready for use. A filled or sealed battery can be in readiness in four to six days.

Pennsylvania Detours

Detours necessary from the route of the Lincoln Highway because of improvement and reconstruction work in progress will hereafter be clearly indicated to the touring public by new State Highway signs of a permanent character which will replace the black and white cardboard signs heretofore used. The new detour markers are painted on steel, a bright red background carrying a white arrow to indicate the direction of the detour.

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THE CLUBHOUSE OF THE RUMSON COUNTRY CLUB

A Colony of Beautiful Homes

The Rumson Road and Harding Road Section of New Jersey

Reginald McIntosh Cleveland

IT was John Milton who wrote, "A broad and ample road, whose dust is gold." The blind bard had in mind a celestial pathway, "paved," as he further said, "with stars," but his description might well and fittingly be applied to one of the country's most justly famous short stretches of highway, the Rumson Road, which runs inland for a few wonderful miles from Seabright, New Jersey. It is both broad and ample, and although its modern construction precludes dust, golden or otherwise, its setting is indeed of precious metal; a series of home estates among the most beautiful in America.

The region through which this road runs is one favored of nature. It is that part of Monmouth County—the most fertile agricultural county of the United States—where the air is tempered by the mild breath of the Atlantic. Great trees and thick turf, flowers and flowering shrubs find there all things to their liking and thrive in infinite variety and beauty. It is to this natural luxuriance of growth and blossom, aided by intensive and artistic cultivation, that the region in great part owes its familiar name, "the borough beautiful." It is possible, at many points along the Atlantic seaboard, to find the charm of salt air and of a vegetation made up of those plants and grasses that usually flourish in such at atmosphere. It is also quite possible to find, in the interior, localities with a rolling terrain, beautified by splendid trees, deep lawns and all the other characteristics of well-watered inland country. But the combination of the two is indeed a rarity.

The explanation for this happy combination of seashore and inland characteristics is not easy to give with certainty and exactness. Perhaps the geographical location of the Rumson region accounts for it to a greater extent than any other factor. The whole strip of country under discussion lies on a comparatively narrow peninsular, running from southwest to northeast. This point of land is bounded at its easterly tip by the ocean. On its northerly side lies the Navesink River and on its southerly side the Shrewsbury River, while, as a northern barrier and protection rise the highlands of the Navesink, warding off the cold winds.

Whatever the climatic effect of this proximity of both salt and fresh water may be, its effect scenically does much to enhance the beauties of the region. For example, at the Rumson Country Club, the spacious grounds of which lie to the south of the Rumson Road, the Shrewsbury winds so close that the white sails of catboats and small sloops seem to be moving, in some mysterious fashion, right into the level greensward of the polo field. Again, to paraphrase *The Ancient Mariner*, they seem to hang as idle as a painted ship upon a painted land.

The Rumson Country Club, by the way, deserves more than a passing mention. With a club house of unusual architectural attraction and complete equipment, it combines natural advantages hardly to be found elsewhere. The cool breezes from the river blow across the splendid polo field which stretches verdantly away from the club house veranda and over

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HARDING ROAD, BUILT BY MR. J. HORACE HARDING AND PRESENTED TO THE MOTORING PUBLIC

the golf course, with its fairway, hazard and green combined in an interesting variety. A boathouse is but a step from the main club house, so that sailing and bathing may be enjoyed most conveniently; while in winter—any normal winter, that is, which does not prove merely a feeble imitation of the winters of yore—skating and ice boating of the best are right at hand. Back of the club house are tennis courts with turf which rivals that of the Seabright Tennis Club courts farther down the Rumson Road, and some clay courts for those who prefer the speed and higher bounce of the hard surface.

Polo is played regularly at the club and the Rumson team boasts some players of national reputation and high handicaps. It is natural, perhaps, that this should be so, for the region is full of good horsemen and good horses. In the palmy days of racing, the Monmouth County track nearby was the scene of many a famous encounter, and the country round about has many fine stud barns to bear witness to the presence, past or present, of the thoroughbred. The Rumson Hunt has several good runs each season through the attractive country inland, which has been noted for big fields and hard riding ever since the late P. F. Collier was the Master and moving spirit of the Monmouth County Hounds.

It is interesting to note that the Rumson Country Club has quite a large membership in common with the Automobile Club of America. Mr. J. Horace Harding, president of the Rumson Club, is a former governor of the A. C. A., and served on the Building Committee when the Fifty-

A BEAUTIFUL VISTA ON MR. ADAMS' ESTATE

JUNCTION OF THE HARDING AND RUMSON ROADS

Fifth Street structure was erected.

Not a few of the members of the Automobile Club have their homes along the Rumson Road or in the immediate vicinity. Mr. Harding for instance, has a charming house and estate about half a mile on the Seabright side of the Rumson Country Club. A photograph of the house and grounds will be found on these pages. The house is set upon a crest of rising ground, with broad lawns, made beautiful by shade trees, sloping up from the road. The main entrance gives upon a low-walled court edged with box, from which in turn the eye is led down a long aisle of pollard lindens to a rectangle of dense, dark evergreens, walling in a formal garden, of which the presiding genius is a graceful marble. On either side of the lindens, rows of low-crowned apple trees break the smooth lawn with their beauty of form and color. One would

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MR. J. HORACE HARDING'S STATELY HOME

"ROHALLION" THE BEAUTIFUL ESTATE OF MR. EDWARD D. ADAMS

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not wish to change a leaf in the whole setting: it is formal without stiffness, a picture full of peace and beauty wherein the hands of nature and of man are happily combined.

Mr. Harding it is who has made an active and unique contribution to the welfare of the Rumson community. Realizing the enormous importance of good roads under the conditions of modern life, he privately built and opened to the public, with only a few sensible restrictions, a concrete road of the best type, running from Broad Street, Red Bank, to the Rumson Road and forming the logical and best method of approach to that highway from the west. This road, known as the Harding Road, is a mile and a half long. It is a model of what a road should be as to surface, grading, curves and drainage, and is an asset of immense value to the whole region. Mr. Harding has retained title to one end of the road merely to be in a position to enforce the wise restrictions which have been put upon its use, namely, that it is a motor road only and not for horse-drawn vehicles, trucks or other vehicles of a commercial character. In effect, it forms a continuation of the Rumson Road into the center of Red Bank.

On this road are located the homes of several members of the Rumson Country Club. One, splendidly situated on the top of Tower Hill, is owned by Mr. Usel H. McCarter, who, with his brother, Mr. Robert N. McCarter, is active in the Public Service Corporation of New Jersey. Both these gentlemen, like Mr. Harding, are vitally interested in the question of good roads and, with him, have visited Trenton this month in an effort to secure better road surfaces in various parts of the state. Mr. Usel McCarter's great house, of stucco and red tile, stands upon the very top of the hill looking down the long eastward slope of Harding Road and over the smiling countryside which lies between it and the sea. It is surrounded with tall trees and orchards and gardens, from the green of which it surges up like some Italian castle of olden times.

LIKE SOME ITALIAN CASTLE IS MR. USEL McCARTER'S GREAT HOUSE

At the junction of the Rumson Road and Bellevue Avenue is the estate of another of the members of the A. C. A. who live in this vicinity, Mr. Edward D. Adams. Giving no hint of the wonders within from the roadway, the place is a veritable revelation once one begins to traverse its winding roads of red New Jersey shale. One of Mr. Adams' hobbies is forestry, and the trees upon his place are said to be the best, in point of variety and perfection of growth, in any private collection in America. As one stands in an angle of lawn and looks up at the long house crowning the rolling ground, the beauty, the perfection of it all leaves one speechless. Not only is each individual tree a specimen of its kind and in ideal health and condition, but the grouping of trees and their relation to the lawn spaces and the more formal planting, the treatment of terrace and fountain, of walk and of coppice reveal the touch of an artistic sense of the highest order.

A SECTION OF THE RUMSON ROAD

And the same touch is recognizable in the blending of colors, both where the greens of tree and bush and grass are alone concerned and in other parts of the estate where the stronger flower colors are the material at hand. Nowhere is there a discordant note, nowhere an attempt at the bizarre, nowhere display at the cost of harmony.

Sometimes, especially in youth, one has dreams of great vividness and clarity in which one wanders in the grounds of a great park, perfectly tended and designed by a master hand; the sort of a landscape which could only be visualized in a dream or on the canvas of, let us say, Maxfield Parish. Mr. Adams' estate is such a dream come true; such a painting taken out of the realm of imagination and expressed in the terms of the real and the actual. One leaves it with the sense of having been, for a few privileged hours, in the company of Pan himself.

To a degree, this feeling is imparted by the whole Rumson region. As you roll down the smooth surface of the road toward Seabright, the impression is one of a succession of beautiful, never-to-be-forgotten pictures of which the composition is endlessly changing but the material is ever the same: large, spacious houses, architecturally of many schools but all with a certain generosity of dimension and outline

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which gives the sense of comfortable living; dense, smoothly clipped hedges, something like the hedges of England; wide reaches of velvety lawn, rich in color and smooth in texture, and always trees; oaks and maples, willows and poplars, the majestic beach and its copper-hued cousin, and ever and again the splendid spires of evergreens. Here, one passes an irregular pond, the surface reflecting the stately passage of a swan, or broken by the wake of smaller water fowl swimming in V formation. There, the scene changes to a deep strip of pasture where sleek Guernseys or Jerseys graze in contented calm. Now and then a flock of sheep add a further pastoral note to the scene. It is distinctly a region where men have been wise enough to meet nature half way, where they have planned broadly and looked ahead, where they have given to the ground open-handedly and reaped a commensurate reward.

Where the road to Oceanic and the Highlands comes in from the north another of the members of the Automobile Club has just completed a wonderfully attractive house. This is the residence of Mr. Thomas Vietor. It is an English house, built of tapestry brick of a dark brown shade and roofed with a wonderful mottled slate. Its character and its coloring seem peculiarly well fitted for the general character of the landscape which, as I have hinted already, is not a little reminiscent of the countryside of England. Other beautiful homes in this vicinity are those of Mr. Joseph C. Hoagland, Mr. B. H. Borden, Mr. Fritz Achelis, Mr. Henry A. Caesar, Mr. H. H. Isham, Mr. William C. Reick, Mr. Arthur Ryle, Mrs. William Barbour, Mrs. George Blagden and Mr. Jacob H. Schiff.

As one follows the smooth surface of the Rumson Road—newly laid in concrete this summer—toward Seabright, the proximity of the sea can be clearly noted in the character of the vegetation. Somehow, the very aspect of the grass, just as green and luxurious as that further inland, is yet different. Nearing the bridge over the Shrewsbury, which at this point is separated from the ocean by only a narrow strip of land, the Seabright Lawn Tennis and Cricket Club is passed on the left. On the turf courts of this club some of the best matches in tennis history have been played, and the annual tournament always brings out an entry of the brightest stars of the racquet firmament.

At Seabright the Rumson Road ends in a junction with Ocean Avenue. It is less than six miles from Red Bank to Seabright, but this short run over the Harding and Rumson Roads has more of interest and of beauty, more of the sense of comfort and of charm than are to be found on many roads of similar length the country over.

Council of National Defense to be Continued

UNDER the sundry civil service bill the Council of National Defense has had its unexpended balance for the fiscal year ended June 30, 1919, reappropriated to it. Plans are now being matured for the return of the Council to its peace-time functions, which, according to the Act of Congress creating it, are "the coordination of industries and resources for the national security and welfare and the creation of relations that will render possible in time of need the immediate concentration and utilization of the resources of the nation." It is the intention of the Council to collect, study and centralize in a scientific way all information bearing upon the national defense, particularly with regard to the mobilization of industries, science and labor in time of war.

The entire expenses of the Council up to May 1, 1919, were only $1,500,000, these figures including the operations of the War Industries Board for nearly a year and the expenditure of almost $225,000 for erecting a building to house the Council. The committee on supplies of the Council arranged for the purchase of $800,000,000 worth of goods for the Quartermasters Corps of the Army at an expenditure of only $20,000 by the Council, the committee handling 45,000 contracts in 200 days. It is estimated that more than $3,000,000,000 was saved to the Government by the prices which the Council's experts on raw materials, minerals and metals made in the procurement of iron and steel products.

—*S. A. E. Journal.*

Taking the Sting Out of the Accident

ACCIDENTS are something that the owner of a motor vehicle does not like particularly to contemplate and generally puts off any consideration of the subject until the mishap has actually occurred. This is probably the reason why most car owners fail to take the steps that prudence dictates when an accident has actually happened and by the same token this is why car owners so frequently find themselves in court and "in Dutch" at the same time.

In a recent issue of *MoToR* there is an article detailing the steps that the car owner should take in self-defense when he is involved in any kind of an accident. The author suggests that "the car owner must remember that the witnesses of an accident are quite likely to be uncertain of memory, as he himself is. For this reason he should call to the attention of witnesses particular points in connection with the accident which he knows will help his case when it comes to court. For instance, he should point out to them and demonstrate that the emergency brake is set tight. If the mishap occurred at a street intersection he should impress upon their minds that he had slowed down his car for the crossing and had the vehicle well in hand. He should impress upon them that he sounded his warning signal, so that they will remember it when they go on the stand. If the pavement was wet or otherwise slippery at the time of the accident, he should show the witness that his chains were in place on the tires.

"A very important point to prove in court is that the car was in its proper place on the street when the accident occurred. Measurements, corroborated by witnesses, will establish this. If the trouble came when the car was making a turn, get witnesses to prove that it was making a wide turn, as provided by the traffic regulations."

The author cites instances in which car owners have neglected to gather the proper evidence at the time of an accident, to their later undoing. He points out that much of the evidence in these cases is of a very temporary nature and must be gathered at the moment or it is gone forever. He further suggests the drawing of a diagram showing all the principal persons and things in any way involved in the accident, with various pertinent distances marked on the chart.

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The Lighter Side of Registration

THE office of the Secretary of State is hardly the place where much in the way of humorous incident is expected. Occasionally, however, the tedium of registration is broken by an unusual request from some aspiring motorist, and Mr. Hugo recounted a few of the best in a recent issue of *The Rider and Driver*. We quote from his article:

"Does a man have to have a license to saw wood with a gasoline engine, providing that engine is a part of an automobile?"

"Does an aeroplane have to have a motor vehicle license in the State of New York?"

"What sort of a motor vehicle is exempt from registration?"

"I have had throat trouble and have let my beard grow since my picture was taken for my chauffeur's license. Will it now be necessary for me to furnish you with another picture with whiskers?"

"Kindly let me know how old I am."

The above is but a fair sample of many of the questions that are asked of the Secretary of State's office. But not all by any means. Speaking from an automobile standpoint, the prize package came from a motorist who was seeking a chauffeur's license. On the bottom of his letter there appeared the following:

"I have tried my examination last week and I have had experience in drinking because I have always had a car of my own."

Just exactly the condition of the writer will probably always remain a secret, but the Secretary of State's office was inclined to be charitable and so the word "drinking" was interpreted for "driving," even though the two do not go well together. The applicant received his license and is now a full fledged chauffeur.

One of the amusing things which came in the mail of a few days ago was written by a resident of Flushing. The letter was a decidedly short one and read as follows:

"Dear Sir: Please send me the terrific rules."

The outgoing mail carried a copy of the General Traffic Laws. Nothing more having been heard from the man, it is to be presumed that they were what he desired.

And then there is the man who resided in Sullivan County and, judging from his letter, lives some little distance from his work. His letter is explanatory. It follows:

"Please send those plates back as soon as you can as I have a long ways to walk to work and would like to get them right away. Yours truly—and sons, James and Milton."

There is a man residing in Brooklyn who doesn't know his age. Undoubtedly there are many in the same predicament, but this man evidently placed his faith in the Secretary of State's office. He wanted to become a chauffeur and as the law requires all applicants for a chauffeur's license to state their age, the man found himself up a tree. He lost no time, however, in getting in touch with the Secretary of State's office and his letter of one line read as follows:

"Kindly let me know how old I am." Up to the present time the letter has been unanswered.

The rush period, however, in the State's automobile bureau is generally the time most productive of amusing incidents. Sometimes, however, there enter little incidents which reveal the cleverness of some people in getting around difficulties. Probably the best example of this occurred the forepart of last February, when the automobile bureau in New York, a part of the Secretary of State's office, was daily besieged with thousands of letters and likewise thousands of persons who had waited until the last minute before applying for their new license plates.

On the day in question, the line of waiting applicants extended for several blocks. In the crowd was an actor. It was getting toward the closing hour and there appeared little likelihood that the Thespian would be able to secure his plates before another day. He had stood for several hours in line. There was no chance to wedge in among those nearer to the entrance. A clever idea occurred to the actor. He slipped out of line and approached the policeman standing near the head.

"I think that fellow (pointing to a man but two or three removed from the cashier's window) has stolen my watch, but the only way that I can be sure is through hearing his voice, for the man I suspect stood near me for some time and I heard him talking to another friend. His voice impressed me then on account of its gruffness. Can I slip in line directly behind him and if he is the man I suspect, I will give you the nod when he asks for his license plates?"

The obliging officer was only too glad to accommodate the actor. Five minutes later the actor, with the license plates under his arm emerged from the building, shook his head at the officer and glancing at his watch saw that he still had an hour before dinner.

There is another side, though, in contrast, a side in which the arm of the law frequently reaches forth and nabs the offender. When one stops to consider that there are in New York State about 470,000 motor vehicles and an army of upwards of 160,000 chauffeurs, it is not to be wondered at that fraud and deception are sometimes practised in an effort to evade registration fees or to secure a chauffeur's license without being able to meet the state's requirements.

A few weeks ago, one of the state examiners of chauffeurs called for a resident of Brooklyn who had appeared at the bureau under an assumed name. The report of the examiner as to just what happened follows:

"While giving examinations on the state car, I called for one ——— to take his examination, and as I supposed, the candidate responded. After completing the road test, I asked him his name, having become suspicious of him on account of his excellent driving with only a single month's practise. He gave it to me as ———, in the first instance. I then asked him for his registration card for state military service and he produced one bearing the same name as he had given me when about to take the examination. I asked him to sign his name on the back of the permit and then found that the signatures did not correspond. I asked him his address and he gave it to me as a certain street in Brooklyn, but this street was not the one on which the person lived under whose name he was traveling. He confessed to me that he was another party, already had his license as a chauffeur and was taking the road test so that the man whom he had impersonated, and whose name he had taken, might also become a chauffeur, even though unable to drive except as a novice."

It might be of interest to state right here that the applicant was later on sentenced in Special Sessions to thirty days in the workhouse.

Pennsylvania to Build Concrete Roads

Over 376 miles of reinforced concrete roads costing more than $13,450,000 have thus far been let in Pennsylvania under the $50,000,000 bond issue program voted last fall.

Up to August first the Pennsylvania State Highway Department had let contracts for 470 miles of road this year. That more than 376 miles of this should be the highest type of reinforced concrete indicates that Pennsylvania is spending its money wisely.

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MOUNT WASHINGTON'S MAJESTIC PEAK EXTENDS ITS SNOWY MANTLE AS THE FALL ADVANCES

New England's Mountains Under Autumn Skies

Florence M. Pettee

GLINTING mountain-lake, cloud-enshrouded peaks, noble gorge and rippling brooks where the gray trout lie asleep, the first flash of fire on the foliage with the early frost, and you have a regal early fall offering for the run into the mountains of New England's picturesquely undulating north.

The coastline of Massachusetts bristles pleasantly with quaint spots along the south shore and these restful sylvan notes are satisfactorily repeated in that *tour de force* skirting certain famous North Shore resorts towards Portsmouth and the mountains. Most of these fishing towns, particularly Marblehead, specialize in delectable fried clams and chips, for which the region is as famous as is Charing Cross for hot-cross buns or Stratford-on-the-Avon for apple-tarts and vanilla dainties. Over the snug and safe harbor encupped at Marblehead the fine Corinthian Yacht Club rears its impressive head, and the strains of its orchestra are pleasantly wafted across the water through the darkness.

When you run along the Neck the Atlantic dashes in with unabashed vigor, tossing up surf comparable with Point Judith or far-famed La Jolla on the Pacific coast. The swash of the great breakers as they enter the Churn is in surprising contrast to the sleeping harbor around the bend. The waters full in shore are dotted with sail-boats and many a clipper yacht of smart streamline, varied by an occasional sumptuous house-boat. Marblehead has an atmosphere but enhanced by its little criss-crossing, narrow streets and its up and down topography. The older residents claim as their own the story of the straying bovine which laid out the first streets as it ambled to pasture. To be sure, the yarn has been attributed to Boston, but Marblehead is charted in an equally haphazard way. Any desired antique, from sampler to Paul Revere-lantern-the-second, is obtainable here. And the proud owner of the real curio shop is arrayed in rustling black silk, dainty lace fichu and ancestral cameo, just as her grandmother was some decades ago. There is something quiet and restful about the little town, albeit modern strains have penetrated many of its quaintest spots.

RUGGED PINES AGAINST A SIGHTLY SKY BESPEAK THE MOTOR ALLUREMENT OF MAINE

The fine ocean boulevard elbows the sea so frequently and ambles so attractively through Salem, of witchcraft fame, that you are quite prepared for the substantial magnificence of sequestered Magnolia and Beverly Farms with their considerable estates of impressive architecture and sightly surroundings. Gloucester, the erstwhile rival of whaling Provincetown and New Bedford, still offers square-rigged vessels and infrequent six-masters. Her stretching piers still welcome many a finny catch, and odorous seines bask and enmesh the yellow sand. Ipswich, the rendezvous of writer, and more particularly, painter, suggests Provincetown and Scotland with her real sand dunes and marshes. Her fine wind-swept shore is actually hard enough to motor upon. In whiteness it resembles subsequent Maine coast resorts, particularly in the vicinity of Fort Popham at the mouth of the Kennebec, where for ten miles a

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magnificent shelf of white sand scallops the shore. Newburyport repeats the salty flavor of its neighboring seaports, and Hampton and Rye beaches are about the only seashore resorts of which inland New Hampshire can boast.

Striking inland from Portsmouth the frost-tinted hills introduce the more ambitious peaks for which the White Mountains are named. Chocorua is a lovely sheet of lake water in the midst of evergreens and is reached by wind-swept roads. The Conways are little tucked-in villages surrounded by hills, and Jackson abounds in runs to many rock-locked basins, somewhat stoggily named for the various classic myths, not forgetting the threadbare Diana, of course. As the Wildcat River dashes down consecutive rocky levels, it suggests the introductory stretches of the Flume without its later gorge qualities.

THE AMMONOOSUC RIVER EDGES THE ROAD FOR MANY MILES IN NEW HAMPSHIRE

The Rangeley Lake district, so conveniently across the border, is probably Maine's wildest game area negotiable to the motor. The rugged wildness of the route cutting across via Gorham and Bethel gives perhaps the best picture in New England of what certain mountain fastnesses in Colorado and Washington have to offer. Maine's scenery up to her well-known lakes is rich in evergreens befitting the Pine Tree State, and the frequency of cliff-edged road, of gorge and canyon, is as typical of Maine as the windmill and bayberry of Cape Cod. The Androscoggin River dodges frequently by the trail and recalls, by its flotsam and jetsam, its log-booms and floating rafts, that Maine is to New England what Washington is to the Pacific coast, the lumber storehouse of the region. The Rangeley Lakes are particularly lovely in their setting, rock-bound and pine-hedged as they are. From east to west they stretch out, an ambitious string of lakes, each threaded to the other to make a continuous water passage for miles. Someone has written of a thousand-mile canoe trip down the head waters of the Peace River. Someone has yet to explore, for fiction, the ambitious inlets and bays comprising the long coastline of the Rangeleys. And every fall brings back inspiring stories of record-breaking lake trout and pickerel, of bobcat and wild cat, and last but not least, of reindeer and bull moose, whose spreading antlers will later ornament the hall, the den or the dining-room of the fortunate hunter. Particularly in the fall does this district make a wholly diverting side trip while seeking out the more accessible mountains of Vermont and New Hampshire.

An alternate route to the White Mountains browses through New Hampshire's capital over uniformly excellent surface. Of the pretty towns across the Massachusetts border Nashua stands out prominently. Its really lovely library occupies a sightly triangle on an eminence in the little city, and its pure Gothic lines and ivy-grown sides tell plainly of its relationship to Eton College. Nashuans are justly proud of this charming building whose fine lines are borrowed from across the seas. The Merrimac River, introduced to you at Lowell, becomes hourly more companionable and runs along by the road until you abandon it for the more expansive Lake Winnepesaukee. If you have a penchant for fresh water, the Wiers offers a pleasant setting, while other little towns have availed themselves of the opportunities which their inland location gives them. The way is particularly lovely, close-arched through the woods with frequent peeks over mountain, lake and river. Winnepesaukee's next door neighbor, Squam Lake, augments the fresh water territory in this locality and is sufficiently attractive, although much less in area than the lake with the long name.

Within a few years the little town of North Woodstock has come into prominence as the most direct point of departure for New England's own pet wonder—the curious Lost River. A six-mile gravel road pilots you up a grade which natives say is the steepest in the state. Certainly it is a consistently arduous passage to the strange disappearing river. The new name of Lost River is far more pronounceable and mysterious than the original one of Moosilauke Branch. The locality is as weird and wild as though some band of Titans had resorted to stupendous pranks. And the mammoth basins, pools and grottoes which have been formed from the rocks vividly suggest the action of some cataclysmic force. Suitably protecting garments are provided by the guides stationed at the spot, and ladders of hewn logs have been placed for some of the more difficult levels. Candles play a popular part in exploring some of the inky spots, though they are not necessary for the greater part of the expedition. Here and there the current has burrowed far underground, and you may hear its hoarse rumble directly beneath your feet. All in all, the new-found

THE MIRROR-LIKE SURFACE OF SQUAM LAKE EN ROUTE FOR FRANCONIA

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Lost River plays many a freakish prank.

The section near the noted Flume seems decidedly empty now, for a great scar marks the place which the hotel occupied until it burned a year ago. The same two-seated carriages

THE RANGELEY LAKES ARE JUSTLY POPULAR WITH MOTORISTS

and fat, lazy horses await passengers at the entrance to the Flume property, for the three-quarter mile approach has not yet been rendered attractive to the motor. For about a quarter of a mile the show spot extends, beginning modestly with long ledges of rocks over which little rivulets spray picturesquely. Soon, however, the cleated boardwalk begins a steady, gentle climb into the gorge whose perpendicular walls make a sightly gash against the sky, softened by their lichen and green growths. Frothing pools and swiftly rushing waters now nearly cover the narrowing rock-bed, until they reach a proper climax in the sheer dropping water at the entrance to the Flume. It faintly suggests a combination of the Trümmelbach in the Lauterbrunnen Valley with the exquisite Drachenschlucht of the Annathal near Eisenach.

There are those who call the Franconia Notch the most fascinating spot in the White Mountains. The approach here is particularly appealing because it reels out impressive views without forcing you to leave the car. The Old Man of the Mountains stretches skyward from a lofty shelf of rock. Far below him is the Profile Lake, where more than one magnified reflection of the face and clouds has enthralled passing tourists. When you come out in the open the cleanly cleaved Notch stands out, sharply defined in its contrasting fall tints. Everything here has been lavishly planned for the fullest rest and entertainment of any traveller. And the fascinating Echo Lake has drawn more than one taciturn person into diffident speech as he listens to the sound of his own voice promptly thrown back at him from Eagle Cliff.

Twin Mountains owe their principal fame to the fact that they are located near the intersection of the two main motor highways through the White Mountains. They are merely rolling hills set a bit more upstandingly than their neighbors. But one of the most charming runs occurs between this spot and Bretton Woods. The Ammonoosuc River, called New Hampshire's wildest mountain torrent, scurries along most of the way, and increasingly frequent views of the Presidential Range add their rugged touch. Bretton Woods, encircled as it is by mountains, forgets nothing in cosmopolitan up-to-dateness, and its accommodations are super-excellent. From wide verandas, long stretching panoramas loom up from every direction, and the white scratch appearing almost at ninety degrees up the side of Mt. Washington is the cog-wheel railroad. A telescope will detect a little toy train inching its way skywards, and a closer acquaintanceship with this sky-pilot discloses glass-topped observation cars for the ride to the top. Like all peaks, however, Washington is fitful in the views it offers the confident climber. Clouds generally turn the top into an island, below which a dense sea of white mist obscures any further vista.

The woodsy road from Bretton Woods to Crawford Notch tunnels through arching green foliage, whose shadows splotch the gravel fantastically. Finally the Notch bursts upon you, straight ahead, directly beyond a little emerald sheet, the head waters of the Saco River. Cars of all shapes and sizes stand respectfully parked with their radiator noses pointed straight for the Notch, and their occupants take their ease lazily watching the light and shade on the mountains —Americanized Hindoos worshipping the light. The well-engineered road through the Notch completes a circuit either through Dixville Notch, or back down to Portsmouth, and also leads into the Rangeley Lake district. Connection may be easily made with the

IN THE GREEN MOUNTAINS—THE WOODED CRESTS OF MOUNTS PICO, KILLINGTON AND SHREWSBURY

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FOR SHEER BEAUTY ECHO LAKE IN FRANCONIA NOTCH IS HARD TO EQUAL

Green Mountain region through Bethlehem and St. Johnsbury. Pretty little Bethlehem is the habitat for a goodly summer colony. Though it is said to be the highest town in New England, the mountains seem a long way off, but afford extensive panoramas.

Possibly the Green Mountains have not been so much in the motorist's eye as their more featured White Mountain brothers. But Vermont's scenery is distinctive in that its roads seem to cling close to the base of its mountains, making them seem more omnipresent and attainable. There are few sections in the Green Mountain State which do not bristle with lofty eminences or deep-down valleys—this being particularly true in the north. The road through St. Johnsbury to the capitol is scenic enough for any mountain enthusiast, and the little capital city is not one whit behind Bethlehem with her mountains tumbled riotously about. But Montpelier's mountains are so close that you feel almost as though you could touch them by reaching out. Burlington is beautifully located on Lake Champlain and is one of the most attractive cities among the Green Mountains. It offers lake and mountain scenery, and is likewise the point of departure northward into Canada.

Touring by the west side of the Green Mountain State gives you surprising glimpses of a section which closely rivals the White Mountains for sheer beauty. Certain admirers, not native to Vermont, even declare that her mountains are not only more frequent but more sightly. Beautiful Lake Dunmore is the Como of New England. An exceedingly lovely road skirts the lake and uniformly good hotels are sprinkled at convenient intervals. Lake Bomoseen, between Rutland and Poultney, closely seconds Dunmore for beauty and is a popular resort for motorists. Its wide expanse, though lovely, is fitful in the sudden winds that sweep the waters, so the yachtsman has to content himself with a little steamer which plies about busily. Everywhere, however, near and far mountains serrate the landscape. Manchester-in-the-mountains is the favored of country estate builders and magnificent residences are frequent.

A BIT OF THE SHORE OF WINNEPESAUKEE NEAR ALTON BAY

Bennington is to Vermont what Boston is to Massachusetts—the hotbed of the Revolution. Vermonters speak of it with reverently lowered breath, glibly besprinkling their recital with the magic name of Ethan Allen and the Green Mountain Boys, and proudly waving to the fine Bennington Monument commemorating the famous battle-ground. To those who have won their spurs by mountain climbing, the many stairs to the top may appeal; to others the tea-room and curio shop prevalent in such historic communities may act as a counter lodestone. Here, too, shimmers imperturbably the White Oaks Road, along which Burgoyne, after a two months' struggle, was marched with his men as prisoners. The occasional wafer-like Red Seal reveals this and that other memorable spot in the annals of

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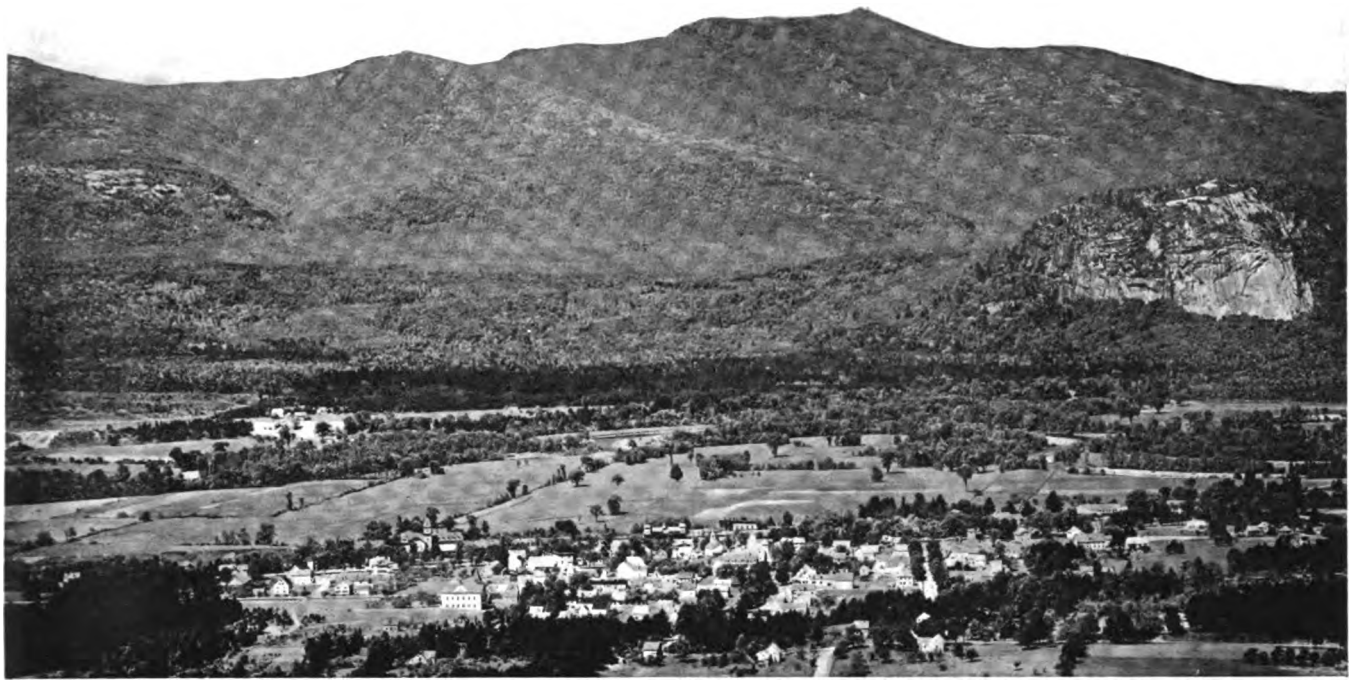
American emancipation. Bennington suggests certain of the Cape Cod towns with its white Colonial houses and cool green shutters. And over the border Massachusetts rears her Berkshires as though loath to let the motorist too abruptly into mountainless country.

An alternate route along the mountains leads from Littleton to White River Junction through the college town of Hanover. The trail follows along the Connecticut Valley, and the Long River, first as a modest stream, ultimately as a wide expanse, is picturesque throughout. At White River Junction connection may be made with Rutland via Woodstock, that little sequestered resort much cultivated by motorists. Across the river from Windsor is Cornish which leaped into fame as the summer home of the President, though St. Gaudens, Winston Churchill, Maxfield Parrish and many others had long delighted to summer here among the rugged New Hampshire hills.

Lake Sunapee has yearly developed into a full-fledged summer rest-spot. Particularly well located, it makes a pleasant break to or from the mountains. Its surrounding trails are many and it especially appeals to the devotees of fresh water attractions, enhanced by sylvan winding paths. While the chains of the White and Green Mountains are closely linked, yet the main characteristics of each are distinctly different.

So, like a fine, impressive canvas, New England proudly rolls out her tossing mountains, rendered vividly brilliant by the autumn brush strokes of the Frost King. It is a prize painting worthy of a fine place among the canvases depicting other fall tours. It lavishes the rugged strength of the hills along with the majestic calm of land-locked lakes. Its sky-scraping peaks are at one with the clouds, while in the valleys below the loyal lakes faithfully mirror them for those who are content with painted reflections. Surely no time is more brilliantly alluring for New England's mountains than when the first frost fires flare from the far-spreading autumnal landscape.



ALL MOTORISTS LOOK FOR MOAT MOUNTAIN AND THE WHITE HORSE LEDGE AS THEY NEAR THE VILLAGE OF NORTH CONWAY

To Make Grade Crossings and Steep Roads Safe for Motorists

To eliminate the danger of grade crossings without abolishing the crossing is the object of a plan suggested by the road commissioner of one of the Southern States. He advocates providing a strip of road running for about 100 yards alongside the railway track and joined to the highway by a broad curve, well banked. With this safety zone a driver, on approaching the tracks and suddenly becoming aware of an oncoming train, could swerve to the right and avoid a smash.

Another road improvement has been put into effect in some parts of California where the roads climb steep hills in long zig-zags. At the sharp angles where these zig-zags meet, large circles of road have been cut, outside the angle, so that a car coming down the mountains at high speed can swing around the circle and proceed on its downward path without the danger of making a sharp turn. A car coming up the mountain makes a similar swing around and thus avoids the strain on its steering gear involved in making a turn at an acute angle when its engine is already strained to the uttermost.

—From the New York World.

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OFFICIAL NOTICES

In Memoriam

J. HARPER POOR
Died August 22, 1919

CHARLES FREDERICK HOFFMAN
Died August 28, 1919

CHARLES WINFIELD ARMOUR
Died August 23, 1919

E. B. THOMAS
Died September 4, 1919

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Mr. Rauliu Cabrera, of Havana, request of Mr. Manuel de la Torre.
General Guy E. Tripp, request of Mr. A. J. Hemphill.
Mr. William A. Magee, of Pasadena, request of Mr. John V. Black.
Mr. F. Korach, of Cleveland, request of Mr. N. E. Newman.
Messrs. Robert L. Ireland and Owen F. Roberts, request of Mr. Colgate Hoyt.
Mr. Jean J. Bertschmann, request of Captain E. C. Bass.
Miss Honore Smith, request of Major Henry Sanford.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate vou may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
July 7	Joseph F. Collins	Lawyer	Alan R. Hawley	J. deMont Thompson
July 16	B. H. Inness Brown	Lawyer	J. Norris Miller	George G. Mason
July 18	Henry Spadone	Manufacturer	Charles H. Cates	Thomas S. Bisset
Aug. 7	Edward W. Murphy	Attorney	Joseph P. Day	Sumner Gerard
Aug. 22	Nelson S. Clark	Merchant	John Sloane	T. L. Watson
Aug. 25	Guy E. Tripp	Manufacturer	Alan R. Hawley	Chris Bambach
Sept. 3	Owen F. Roberts	Broker	Alan R. Hawley	F. Mansfield
Sept. 3	Robert L. Ireland		J. deMont Thompson	Chris Bambach
		NON-RESIDENT		
June 14	Dr. Orestes Ferrara		Pelayo Garcia	Manuel de la Terre
July 15	Jose Emilio Obregon	Real Estate	Manuel de la Torre	Jose M. Gomez
July 26	P. Randolph Morris		Lewis R. Morris	J. C. Osgood
Aug. 21	Raulin Cabrera	Lawyer	Manuel de la Torre	Jose M. Gomez

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Bureau of Tours Notices

The following have become subscribers to the Bureau of Tours:

Mr. Harry Alexander, of Great Neck, L. I.
Mr. C. M. Barton, of Wilmington, Del.,
Mr. S. H. Benjamin, of Milwaukee, Wis.,
Mr. J. L. Black, of Piqua, Ohio,
Mr. Raymond F. Brown, of Cedarhurst, L. I.
Mr. Stewart Brown, of South Orange, N. J.,
Miss Laura E. Carpenter, of New York City,
Mr. William Childs, Jr., of Bernardsville, N. J.,
Mr. W. F. Coachman, of Jacksonville, Fla.,
Mr. Elton T. Cowan, of Yonkers, N. Y.,
Mr. Fredrik de Jahn, of Scarborough, N. Y.,
Mr. MacDonald DeWitt, of Kingston, N. Y.,
Mrs. William C. DeWitt, of East Norwich, L. I.,
Mrs. Emily O. Dippel, of New York City,
Mr. H. E. Dodge, Jr., of Detroit, Mich.,
Mrs. Jose M. Ferrer, of New York City,
Mr. H. R. Fitzgerald, of Danville, Va.,
Mr. M. S. Friedenwald, of Atlantic City, N. J.,
Miss Belle I. Graham, of New York City,
Mr. Alexander Herbert, of Rutherford, N. J.,
Mr. Allerton D. Hitch, of South Orange, N. J.,
Mr. F. L. Holman, of Summit, N. J.,
Mr. Hamilton L. Hoppin, of Mt. Kisco, N. Y.,
Mr. Aymar Johnson, of East Islip, L. I.,
Mrs. Hugo P. Keller, of New York City,
Miss Ethel King, of New York City,
Dr. Louis C. Lehr, of Washington, D. C.,
Mr. Robert C. Lewis, of Riverdale, N. J.,
Mr. James Maher, of Greenwich, Conn.,
Dr. J. W. Markoe, of Westbury, L. I.,
Mrs. Charles H. Mayer, of New York City,
Miss Mary Carmack McDougal, of New York City,
Mr. Geo. A. McIlroy, of Jersey City, N. J.,
Mr. J. T. Monell, of Jersey City, N. J.,
Mrs. L. D. Montgomery, of New York City,
Mr. Arthur R. Morgan, of Cincinnati, Ohio,
Mrs. C. A. Munn, of Manchester, Mass.,
Mr. Joseph H. Nahas, of Santo Domingo City,
Mrs. Anton Oppenheim, of Stamford, Conn.,
Miss Elizabeth H. Packard, of Bernardsville, N. J.,
Mr. John W. Parker, of Houston, Tex.,
Dr. Wendell C. Phillips, of Lake Placid, N. Y.,
Mr. George B. Preston, of Greenport, N. Y.,
Mr. H. K. Reese, of Memphis, Tenn.,
Mr. Lewis Adams Riley, 2nd, of White Plains,
Mr. W. W. Riley, of Norwood, Ohio,
Mrs. Grace R. Riva, of Spring Lake, N. J.,
Mr. Edwin P. Root, of New Haven, Conn.,
Mr. Andrew J. M. Schonhart, of Park Ridge, N. J.,
Mr. Udolpho Snead, of Jersey City, N. J.,
Mrs. Alfred Stieglitz, of Brooklyn, N. Y.,
Mr. Clarence P. Wyckoff, of Noroton, Conn.,
Miss Marguerite C. Zeltner, of New York City,

Road Conditions in Pennsylvania on the Main Roads to the West

BETWEEN Buffalo and Cleveland much construction is in progress and the road is very rough in many places. On leaving Buffalo, Chicago Street is closed. The detour via Miami Street and Louisiana Avenue is quite rough. Four miles beyond, near Lackawanna, a new bridge is being built about a mile long, and when finished will eliminate a number of bad railroad crossings. At present the roadbed is in very poor condition.

Between Evans and Farnham the road is closed; a nine-mile detour is provided over a fair dirt road. From Silver Creek on, for a distance of ten miles, the road is very rough and full of chuck-holes. It is also very rough from Fredonia on. Motorists will find a fair dirt road in dry weather by runing from Silver Creek to Dunkirk, then on to Fredonia. The road is closed from Northeast to within three miles of Erie, where the new concrete road begins; the detour, which is twenty-one miles long, is over a very narrow, poor road.

There is a section under construction between Conneaut and Ashtabula. The detour is over a very good country road along the lake.

From Ashtabula to Cleveland the roads are quite good. The road over the Pocono Mountains from the Delaware Water Gap to Binghamton is quite rough, especially from Scranton on. The motorist will find the Wilkesbarre road from Stroudsburg in very fair condition through Bartonsville, Tannersville and Pocono Manor to Bear Creek. The Paradise Valley route between Stroudsburg and Mount Pocono has become badly worn and is quite rough.

The William Penn Highway

The William Penn Highway, which crosses Pennsylvania from Easton through Reading and Harrisburg, is under repair in a number of sections. Good surface is available to Bethlehem; then somewhat rough to Allentown. There is construction going on between Allentown and Kutztown. From there on to Reading the surface is fair. Between Reading and Lebanon there are three detours; also some rough road between Lebanon and Harrisburg. From Harrisburg it is preferable to use the west side of the Susquehanna River to a point just beyond Duncannon, as there is construction in progress on the east side at Clarks Ferry Bridge. Detours will also be found between Mexico and Mifflantown.

Westbound travellers are strongly advised not to turn left at the Public Square in Lewistown. They should leave Lewistown by turning right at the Public Square and going through Belleville to Huntington, as the road is closed between Atchison Mills and Union. There are detours between Holidaysburg, Duncansville, Crescent and Evansburg, and also between Armagh; it is preferable to run south, leaving the William Penn Highway at New Alexandria, to Greensburg, thence over the Lincoln Highway to Pittsburgh.

Motorists going between Harrisburg and Pittsburgh are advised to go to Carlisle first, then south through Mount Holly Springs and Beadersville, as there are detours on the direct road via Dillsburg. There is also a rough stretch between Reading and Ephrata on the direct road to Lancaster. The direct road between Philadelphia and Reading is free from construction; at the same time there are a number of short stretches which are quite rough.

The Lincoln Highway

The Lincoln Highway, starting from Philadelphia, has a number of short detours, as follows:

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Between Whitford and Thorndale through Downington;

At Columbia, just before crossing the Susquehanna River to Wrightsville;

Between Wrightsville and Stonybrook, Thomasville and Abbottstown, Fayetteville, Stonehenge, Hansonville, Saluvia, Laughlinton and Ligonier.

From there on it is mostly good to Pittsburgh. Motorists will find much better going from Gettysburg or Chambersburg, to run south to Hagerstown and take the Old National Trail through Cumberland and Uniontown to Washington, then up to Pittsburgh, or, if they wish to continue farther on, run south to Wheeling. There are also detours between Wilkesbarre and Sunbury, and it is advisable in travelling from Harrisburg to Scranton to proceed north from Harrisburg over the Jonestown road to Ono, and thence to Scranton via Pottsville, Tomaqua, Hazleton, Wilkesbarre and Pittston.

On the highway connecting Sunbury and Reading through Pottsville, detours are to be found east of Sunbury at Schuylkill Haven and at Hamburg. Between Lancaster and the Maryland line a very rough detour exists north of Quarryville. There is also a detour between Dallas and Harveys Lake. South of Jennertown and in the vicinity of Somerset on the route from Jennertown to the Maryland line detours will again be found.

There is a detour at Slatington between Allentown and Mauch Chunk. The road is under construction between Bethlehem and Nazareth, where a detour is necessary. Between Lewistown and Erie there are five detours, as follows:

South of Erie; north of Meadville; east and west of Clarion; west of Brookville; north of Bellefonte.

A section of the road is under construction between Pittsburgh and Waynesburg at Canonsburg. Motorists running beyond Wheeling through Columbus and Springfield to Cincinnati or Indianapolis will find mostly all good going, excepting one or two detours between Columbus and Dayton.

From Pittsburgh to Cleveland the better way is to go through Canton and Akron, instead of via Youngstown and Ravenna, as the latter route is quite rough in sections, especially through Ravenna.

Bureau of Tours

MAPS AND TOURING GUIDES ON SALE

Maps	*Price To Members*	*Price To Non-Members*
A. C. A. Map of Long Island, paper, 3 colors	$ .50	$ .50
A. C. A. Map of Long Island, linen, 3 colors	1.00	1.00
A. C. A. Map "A"—covering the main traveled routes with 100 miles of New York City, paper	.50	.50
The same on muslin	1.75	2.00
Long Island (western section), muslin, 3 colors	1.00	1.25
Long Island (eastern section), muslin, 3 colors	1.00	1.25
Suburban New Jersey, muslin, 3 colors	1.00	1.25
Westchester County, muslin, 3 colors	1.00	1.25
Hudson River Section, paper	.50	.50
Lower New England, paper, in colors	.50	.50
Maryland and Virginia, paper	1.00	1.00
Vermont and New Hampshire, paper	.50	.50
New York State, paper	.50	.50
New Jersey, paper	.50	.50
Florida, paper	.50	.50
Maine, paper	$ .50	$ .50
The Adirondack Mountain Region, paper	.50	.50
Westchester County, paper	.50	.50
Transcontinental Map, including all the main routes across the Continet, in colors, paper	1.00	1.00
United States (eastern section), paper	.50	.50
Pennsylvania, paper	1.00	1.00
Street Map of Manhattan and the Bronx, paper	.25	.25
Street Map of Brooklyn (Kings County), paper	.25	.25
Street Map of Richmond (Staten Island), paper	.25	.25
Street Map of Queens, paper	.50	.50
Official Guide of the Lincoln Highway, leather	1.50	1.50
"National Highway," by Robert Bruce, cloth	1.25	1.25
Van Loan's Map of the Catskill Mountains	.50	.50
"Gettysburg for the Motorist," by Robert Bruce	.50	.50

EMBLEMS

For the Sole Use of Members of the Club

Official Radiator Cap Emblem, gilt	$5.00	Brass and Nickel Staffs for Pennant	$ 1.25
Official Radiator Cap Emblem, nickel	5.00	Platinum and Gold Cap Pin	27.00
Flag Radiator Cap Emblem, gilt	1.50	All Gold Cap Pin	20.00
Flag Radiator Cap Emblem, nickel	1.50	Silver and Gold Cap Pin	16.00
Club Car Plates for the dash of the motor, numbered consecutively	1.00	Silver and Gilt Cap Pin	5.00
Club Bunting Pennant, hand made	1.25	Scarf Pin	9.00
		Lapel Button	3.00

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The Historic Philadelphia-Pittsburgh Route

Pennsylvania Division of the Lincoln Highway

By Robert Bruce

Part XXVII—Through Irwin, Turtle Creek and East Pittsburgh to Pittsburgh

AT Grapeville, about 4½ miles west of Greensburg, we pass the connecting road to Jeannette, a manufacturing town on the main line of the Pennsylvania Railroad a short two miles north. Bushy Run Battlefield, celebrated in the history of Pontiac's Rebellion in 1763, is about 2½ miles still farther above the railroad at Jeannette; and, if desired, may be reached in that way. Tourists particularly interested in that locality should make inquiries at either Jeannette or Irwin, depending upon the direction in which they are traveling.

For some time, the Bushy Run Memorial Association has been working on a project to erect a suitable memorial to Col. Henry Bouquet on the grounds north of this section of the Lincoln Highway. A bill appropriating $75,000 for the monument recently passed both houses of the Pennsylvania legislature, and has been signed by the Governor. From present indications, the memorial will be erected in time for the next anniversary celebration, August 6, 1920.

The old highway pursues its winding course through a somewhat rough and broken country, in which an increasing number of natural gas derricks are seen. Over to the right, a short distance after passing through the old, small town of Adamsburg, about 2½ miles east of Irwin and about a quarter-mile north of our route, is the Brush Creek Church, a brick structure erected in 1814 near the site of the old log church, one of the earliest houses of worship west of the Alleghany Mountains. The church records, written in beautiful German script, are well preserved, and show the dates of confirmation and accessions to the congregation prior to and during the height of the stage-coach era.

Landmarks East of Irwin

The next village after leaving Adamsburg is Straw Pump, which is slowly building up each year, though not yet possessed of a Post Office. In the early days a tavern and blacksmith shop were located here. The village took its name from the fact that the "pump" along the roadside was made out of a very large log; and during the winter it was covered with straw to prevent freezing.

In the fields on the left-hand side of the roadway, just before reaching the point where the trolley comes in from the right, is the site of old Fort Walthour, a stockade or blockhouse erected as a place of refuge and defense after Braddock's defeat in 1755. The region in which this fort was situated, being easily accessible from the west, suffered severely during the seasons of 1781-1782, especially just before the destruction of Hannastown, north of Greensburg, referred to in the preceding chapter. Though the site has been identified with certainty, no actual remains of it can now be seen.

On the right-hand side, about one mile east of the center of Irwin, is a large and substantial stone house built in 1794 by Col. John Irwin. Though probably the oldest dwelling now standing along this route west of the Alleghany Mountains, it is in an excellent state of preservation.

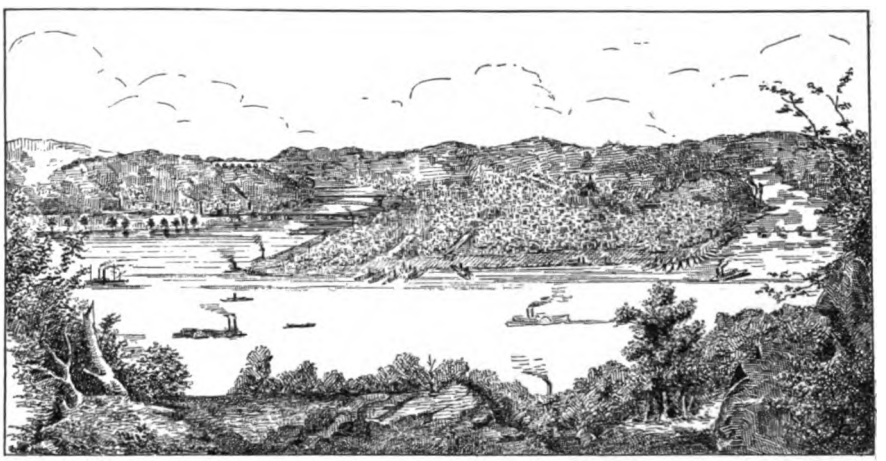
It is now occupied by the Misses Scull, great grand-daughters of John Scull, who was a son-in-law of Col. John Irwin, and one of the first editors and proprietors of the Pittsburgh *Gazette*, the first newspaper west of the Alleghany Mountains. Nearby, a short distance back in the field from the point where the highway crosses the trolley line, is the oak tree said to mark the spot where the last Indian was killed in Westmoreland County.

Modern Town on Old Pike

The borough of Irwin, now being entered by a long, easy downgrade, is much more modern than the highway by which we pass through it. In the summer of 1852, the main line of the Pennsylvania Railroad, only a short distance over to the right, was constructed through this section; and in the fall of that year, the first lots were laid out by John Irwin, a nephew of Col. John Irwin, the place naturally taking its name from that family.

All the region round about is underlaid by a great bituminous coal formation known generally as the Pittsburgh seam. Beds of coal from three to nine feet in thickness could once have been opened in almost any place, and literal "outcrops" are still noticed on many hillsides. In 1852, soon after the railroad was built through, the first coal mined here was from a "cart pit," in which Thomas A. Scott, afterwards President of the Pennsylvania Railroad, was a partner.

From that small beginning, the local business has developed through more than 65 years into the predominant industry of the section. During that time, practically all the coal in the immediate vicinity of Irwin has been mined, and the field of operations



PITTSBURG IN 1853-'54

From "Pen and Pencil from Philadelphia to Pittsburgh," issued shortly after the completion of the Pennsylvania Railroad through to Pittsburgh. The view is from the south side of the Monongahela River. In the left center is the junction of the Monongahela with the Allegheny to form the Ohio. Small steamboats were then plentiful in both streams

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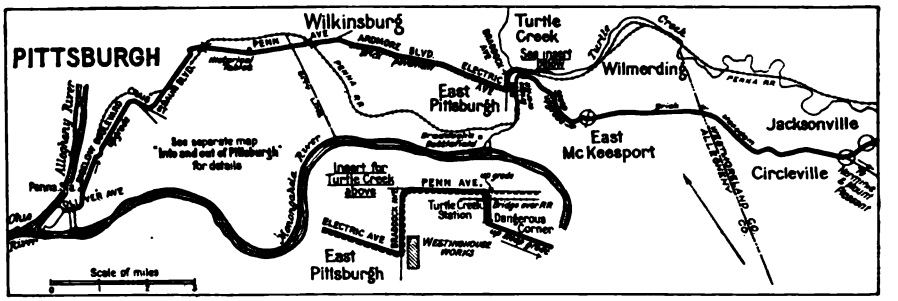
widened, particularly by the Westmoreland Coal Co., whose headquarters are at Philadelphia, by opening up new operations east and west along the railroad, as well as farther back into the country. There are no other large industries at Irwin, which is becoming more a residence community. Being within easy commuting distance of Pittsburgh, it is the home of many employees of the Westinghouse plants at Wilmerding and East Pittsburgh (both of which we will shortly see), and other industries between here and the "Smoky City."



New Connections to Bushy Run

Upon completion of the new road shortly to be constructed from Irwin north to intersect the brick road out from Pittsburgh, this will be the principal point to turn northeast from the main through route to the Bushy Run Battlefield. It will make a very interesting as well as the most natural motoring connection to the historic Indian battleground of 1763, leaving the Lincoln Highway at and returning to same at Irwin.

At the corner of Main Street and our through route, where the trolley branches north, is an old brick house which in the early days was a tavern. Afterwards it became the home of John Irwin, founder of the borough. It is now occupied by Mrs. Lydia Altman, great-granddaughter of John Irwin, and may be identified, in addition to its general appearance, by the vines which cover most of the ends, and a large part of the front.

This is, however, a much later building than the home of Col. John Irwin, passed about a mile farther east and mentioned in a previous paragraph. The veranda and front steps are modern. Double chimneys at each end, characteristic of old-time taverns, recall the huge fireplaces by which the large rooms on the ground floor were once heated.

Photograph by C. S. Bradford, from a painting in the Historical Society of Pennsylvania, at Philadelphia

BRIGADIER-GENERAL HENRY BOUQUET

One of the principal officers under General John Forbes in the campaign of 1758 against Fort Duquesne; and in chief command of the expedition against the Indians of the Ohio which culminated in the Battle of Bushy Run, northeast of this route at Irwin, August, 1763

Photograph from City of Pittsburgh, Photograph Division, Department of Public Works

OLD "BLOCK-HOUSE," NEAR THE "POINT," PITTSBURGH, PA.

Successor to Fort Duquesne, which was evacuated at the approach of Forbes' army, and its successor, Fort Pitt. Now owned by the Pittsburgh Chapter, D. A. R., and used as a museum of Colonial and Revolutionary relics

At about the foot of the grade leaving Irwin, the highway crosses the tracks of a branch of the Pennsylvania Railroad, extending from the main line at this point to the Youghiogheny River, where connection is made with the Cumberland-Pittsburgh division of the B. & O. R. R. It should be crossed with care, as during parts of the day it is considerably used by coal trains.

First Stretch West of Irwin

A short mile beyond this crossing, we pass through the little village of Jacksonville, noticing on the right an old stone building which, though a tavern in the olden days, as now, is not particularly interesting or historic. However, on the right-hand side of the highway, a short distance beyond Jacksonville, is the brick residence of Mr. J. L. Ridinger. In 1812, this building was owned and the business conducted by William Hyndman, to whom a license was granted by Governor Simon Snyder, according to the custom of that time, to keep a public house and sell spirituous liquors.

It is said to have been a well patronized tavern during the height of the stage-coach and freight-wagon era, which continued through the next forty years. The old stone barn, a fine example of early construction, is still in an excellent state of preservation. This is the last property of its kind to be seen by the westbound traveler on the Philadelphia-Pittsburgh Pike, all of those west of here being relatively unimportant, too greatly altered to be recognized, or entirely removed.

At Circleville, the next town, William Larimer was born, October 24, 1809. His first public activities were in railroad construction in western Pennsylvania; then he removed to what was then the far west and became active in business and politics. Larimer erected the first house in Denver, Colorado, where he afterwards became U. S. Commissioner and Judge of Probate. During the war of 1861-'65 he served the cause of the Union,

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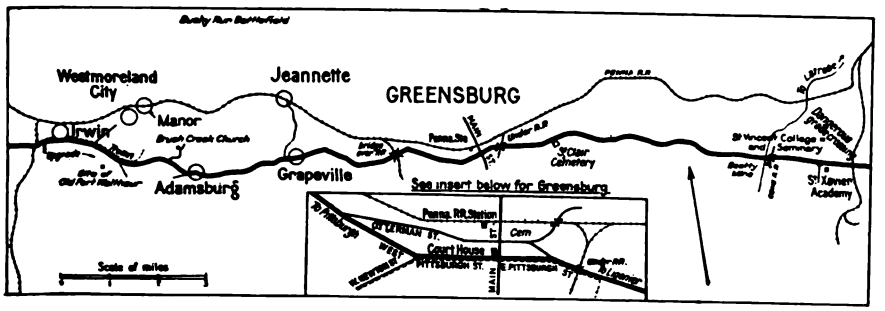


both civil and military, west of the Missouri River. Larimer Street, Denver, Larimer County, Colorado, and Larimer Station, on the main line of the Pennsylvania Railroad, north of Circleville, commemorate his name. He died in 1875 near Leavenworth, Kansas.

Two Crossings of the Braddock Road

The present location of the Philadelphia-Pittsburgh Turnpike was crossed and soon recrossed at Circleville by the route of the Braddock expedition of 1755 against Fort Duquesne. It is generally understood that the clay road branching south from this point, and passing through Old Madison to West Newton, on the Monongahela, follows very closely the route taken by Braddock's army after it had made a short loop across this section of the present through route.

Braddock's scouts and engineers undoubtedly made a mistake in passing so far to the north, instead of taking some more direct line from Mount Pleasant, following nearer the Monongahela. In fact, the steepness of the hills between this locality and the "Forks of the Ohio," as reconnoitred by his scouts, led him to turn southwest toward that river by the way of Long Run and Crooked Run. Practically all traces of both the Braddock and Forbes roads through this section have disappeared.

Both had the same destination, the strategic fort which the French had erected at the junction of the Allegheny and Monongahela. The Braddock Road crossed the latter at about the present site of McKeesport; and after following along the south side of it for about four miles, recrossed near the mouth of Turtle Creek, probably to avoid the extremely high ridge which we are now approaching on our shorter, later route. Forbes' army did not cross the Monongahela at all, but descended from the high ridge east of Turtle Creek to that river by a route along the general alignment of the present through highway. With care, and by a study of the topography, both routes may be determined with reasonable accuracy.

Photo by Thomas R. Hartley, Pittsburgh

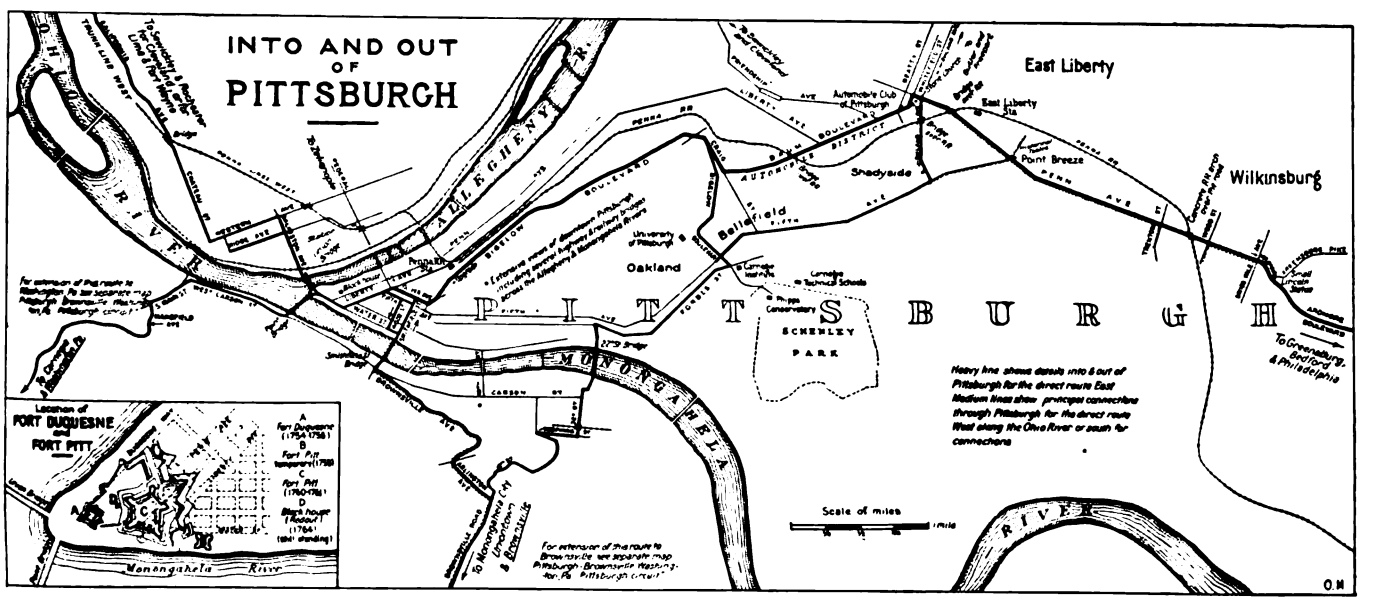
ONLY TABLET ON THE LINCOLN HIGHWAY LEADING INTO PITTSBURGH TO MARK A LOCATION ON THE FORBES ROAD OF 1758

First Views of Pittsburgh Suburbs

A short distance beyond Circleville we traverse a region of small hills with only moderate grades, soon passing out of Westmoreland County into Allegheny County, the first town in which is East McKeesport, a place of only about 2,500 population. The city of McKeesport, nearly twenty times as large, is about four miles southwest of the through highway at this point, occupying an old and strategic situation on the north side of the Youghiogheny River at its junction with the greater Monongahela.

Six-tenths of a mile after crossing the trolley in East McKeesport begins one of the longest and steepest single descents on this entire route across the State, a drop of nearly 350 feet in 1 7/10 miles. If the day is clear, one will be well repaid for leaving the car at the top of this grade and walking a short distance, through the fields on the left, to secure a view of the Monongahela River and Valley, only a fraction of a mile south, from this last high elevaton on the trip.

Notwithstanding the vast development of rail transportation in the Pittsburgh district during the past fifty years, the traffic on this busy river is probably greater now than ever before in its history. Quite frequently a freight-carrying boat, and occasionally a passenger packet, may be noticed making its slow way along the stream. Still more interesting to the stranger who happens to see it, is a long tow of coal-laden barges, drawn by a stern-wheeled steamer, conveying



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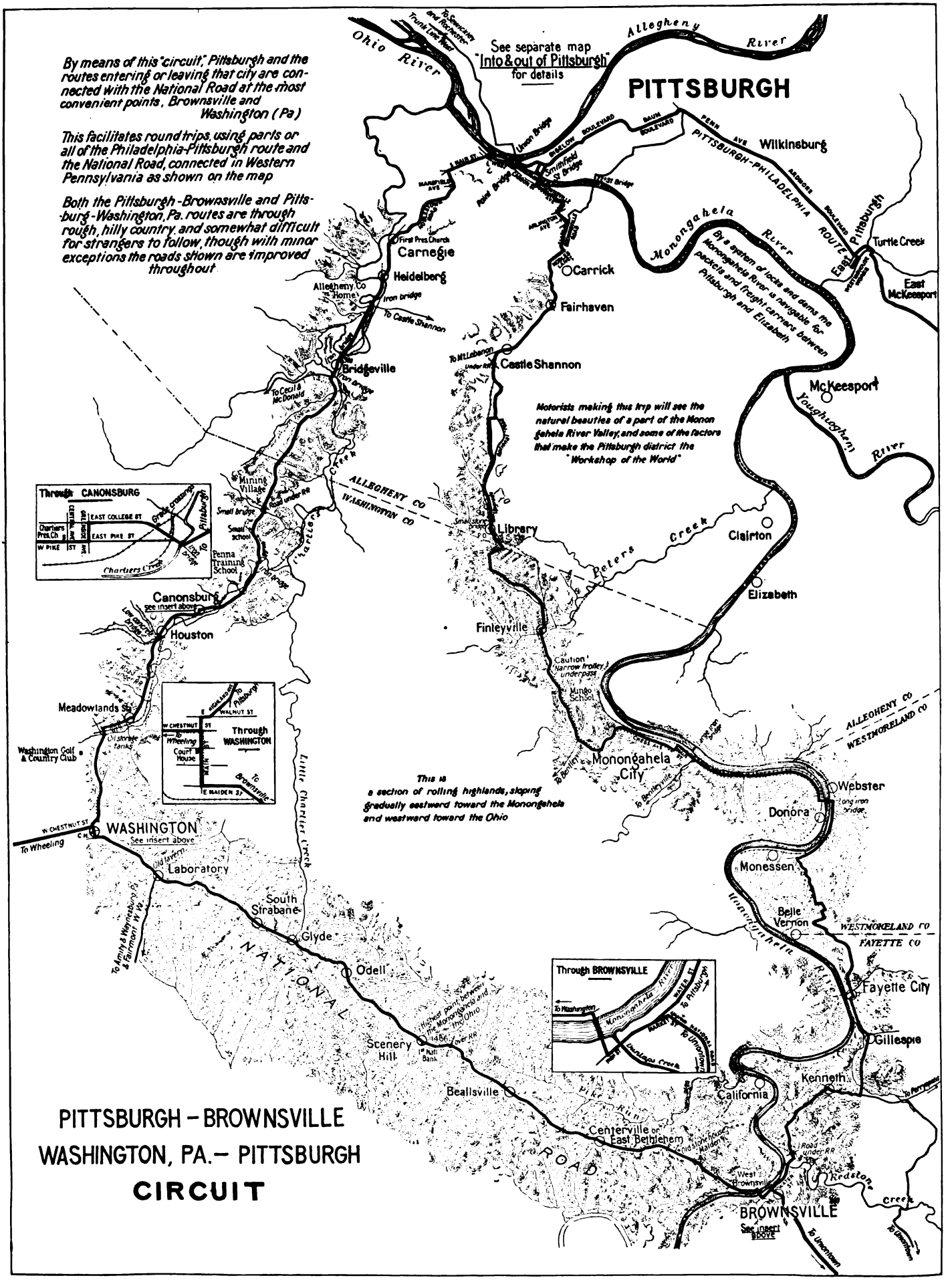
By means of this "circuit," Pittsburgh and the routes entering or leaving that city are connected with the National Road at the most convenient points, Brownsville and Washington (Pa.)
This facilitates round trips, using parts or all of the Philadelphia-Pittsburgh route and the National Road, connected in Western Pennsylvania as shown on the map
Both the Pittsburgh-Brownsville and Pittsburg-Washington, Pa. routes are through rough, hilly country and somewhat difficult for strangers to follow, though with minor exceptions the roads shown are improved throughout
See separate map "Into & out of Pittsburgh" for details
PITTSBURGH
Ohio River
Allegheny River
Monongahela River
By a system of locks and dams the Monongahela River is navigable for packets and freight carriers between Pittsburgh and Elizabeth
Youghiogheny River
Wilkinsburg
Pittsburgh-Philadelphia Route
East Pittsburg
Turtle Creek
East McKeesport
McKeesport
Carnegie
Heidelberg
Carrick
Fairhaven
Castle Shannon
Bridgeville
Motorists making this trip will see the natural beauties of a part of the Monongahela River Valley, and some of the factors that make the Pittsburgh district the "Workshop of the World"
Clairton
Elizabeth
Library
Finleyville
Peters Creek
Through CANONSBURG
Canonsburg
see insert above
Houston
Meadowlands
Washington Golf & Country Club
Through WASHINGTON
WASHINGTON
See insert above
Laboratory
South Strabane
Glyde
Odell
Scenery Hill
Beallsville
This is a section of rolling highlands, sloping gradually eastward toward the Monongahela and westward toward the Ohio
Monongahela City
Webster
Donora
Monessen
Belle Vernon
Fayette City
Gillespie
Kenneth
California
Through BROWNSVILLE
Centerville or East Bethlehem
West Brownsville
BROWNSVILLE
See insert above
Redstone Creek
NATIONAL ROAD
ALLEGHENY CO
WASHINGTON CO
WESTMORELAND CO
FAYETTE CO
PITTSBURGH – BROWNSVILLE
WASHINGTON, PA. – PITTSBURGH
CIRCUIT

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thousands of tons of bituminous coal, probably from the interior of West Virginia to Pittsburgh or farther west. When loaded, these are so low in the water that only their black tops and outer edges are visible, and they often stretch out to surprising length.

While there are a few more extensive views in the mountains, not one has the variety to be observed from this point. Looking northeast—down into the valley of Turtle Creek, to which we are soon to descend—one may see Wilmerding, and perhaps even identify its greatest industry, the Westinghouse Air Brake factory. More nearly north is Turtle Creek borough, practically joined on its left by East Pittsburgh, whose most conspicuous feature is the immense plant of the Westinghouse Electric and Manufacturing Company.

A trifle more to the left is the junction of Turtle Creek with the Monongahela; and on the north side of the latter, only a little farther away, is Braddock, whose steel plants will shortly receive further mention. In the lengthening distance, west and northwest, are Rankin, Homestead, Wilkinsburg and other outlying districts of Pittsburgh, while the location of the city itself may be closely approximated by the heavier smoke which hangs over it still farther beyond them. Nearly west, one can identify Duquesne, and nearly south, make out McKeesport.

A rapid survey of this remarkable composite scene might lead the stranger to conclude that the most advantageous locations through this region have been pre-empted, in times past, by the various industries; and that the multiplied populations have been obliged to make their homes and conduct their business affairs amidst difficulties, topographical and otherwise. The motorist making this trip under favorable conditions for observation is better able to appreciate the accuracy of Andrew Carnegie's frequent reference to the Pittsburgh district as the "Workshop of the World"; and is likely to be impressed with the constructive genius which accomplishes great things in this rough environment, encompassed by smoke, fog and dirt.

Down Into and Through Turtle Creek

Strangers making the descent from just west of East McKeesport to Turtle Creek borough should exercise care, not only on account of the steep grade, but because of the heavier traffic as we approach the eastern suburbs of Pittsburgh. In the course of the descent the road leads somewhat nearer to Wilmerding; and the outlines of the Westinghouse Air Brake plant, by far the greatest in the world, become clearer. The main street of Wilmerding, appropriately named Air Brake Avenue, is to lead into our route on the other side of the railroad, soon to be crossed by this route for the first time since Leaman Place, some miles east of Lancaster.

At the foot of the long grade, a sharp right turn is made to cross a bridge over the main line of the Pennsylvania Railroad and Turtle Creek (the stream), descending a short grade on the farther side. Immediately turning left, one follows the main thoroughfare, with the trolley, through the business center of Turtle Creek borough, a comparatively new place built up in one of the most historic localities between the mountains and Pittsburgh. The name of the creek, which dates back more than 170 years, undoubtedly came from the abundant fish and reptile life there in early times.

Nothing more is to be seen of the stream; and thereby we miss a point of great former interest, the junction of Turtle Creek with the Monongahela River about a mile south. One of the early trading posts and store-houses of the Ohio Company was located there; and it was also the residence of John Frazier, an Indian trader with whom George Washington and Christopher Gist stopped on their way to warn the French from Fort Duquesne in November, 1753. In fact, the locality continued to be known generally as "Frazier's" until a comparatively recent date, when the development of many industries began to change the character of this region, and gradually obliterated both the old landmarks and all traces of former roads.

Washington mentions this locality in his diaries of 1769-'70 and '71; and in the entry for November 23, 1770, speaks of "dining at the widow Mier's, on Turtle Creek." The home of this widow, subsequently known as Myers, was a two-story stone house, with loopholes around the eaves for use as lookouts in times of danger. Tourists interested to examine the locality where the building stood will find it on the hillside at or near the present corner of Sycamore Street and Monroeville Avenue.

Vicinity of Braddock's Defeat

Six-tenths of a mile beyond the turn over the railroad at Turtle Creek station, we come alongside the west front of the Westinghouse Electric and Manufacturing Co. at East Pittsburgh, the greatest works of their kind in the world under one roof. Here a right turn* is made into Electric Avenue, a narrow, winding and usually congested thoroughfare, developed in the comparatively recent past to form a connecting link into Ardmore Boulevard, to which further reference will subsequently be made.

Running west along Electric Avenue we soon pass as near as the present highway goes to the locality where Braddock's army was defeated at the battle of the Monongahela, July 9, 1755. Authorities differ as to the exact spot; but, generally speaking, it was on the upper side of the Monongahela River and some distance west of Turtle Creek (stream), in the present borough of Braddock. For many years afterward it was about as wild and

Photograph by Department of Public Works, City of Pittsburgh

THE "POINT," PITTSBURGH, AS IT APPEARS TO-DAY

On the left, the view of it cut off by the railing, is the Monongahela River, flowing under the old "Point Bridge," part of whose supporting cables and their anchorages of masonry may be seen. Directly ahead, just beyond the street car, the Ohio River is formed by the junction of the Monongahela with the Allegheny. The large, comparatively new bridge in the right background is the "Manchester Bridge" over the Allegheny, a short distance from the head of the Ohio. About 300 feet to the right of the roadway at this point, and thus shut out of the view, is the block-house which once commanded this strategic site

* It is possible to continue direct ahead past the Westinghouse Works at East Pittsburgh, into and through Braddock, traversing part of the actual battlefield where Braddock's army met its disastrous defeat. But this would be a poorer and less direct way into Pittsburgh.

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uninhabited as in Braddock's day; and in August, 1794, was the gathering-place for about 7,000 insurgents in the "Whiskey Insurrection," subsequently put down by the vigorous action and tact of our first President.

The greater part of the ground is now covered by the plants of the Carnegie Steel Co. and the Jones & Laughlin Steel Co. While the changes in this locality have almost eliminated the deep ravine in which the principal attack by the French and their Indian allies upon the British red-coats took place, the general topography of the country makes that engagement, and the military movements before and after, much more clear than can be conveyed by the best-written descriptions.

The Homestead Strike Recalled

It was at the Braddock works of the Carnegie Steel Co., now one of the principal units of the United States Steel Corporation, that Charles M. Schwab was working at 18 years of age for $6.00 a week, when he attracted the attention of Capt. W. R. Jones, one of the late Andrew Carnegie's superintendents, and soon that of the great ironmaster himself.

Beyond Braddock, but on the opposite side of the Monongahela, and thus somewhat farther from our route, are the Homestead works of the Carnegie Steel Co. (U. S. Steel Corporation), notable as the scene of the great strike which lasted from July into November, 1892.

In that strike—which might well be called the forerunner of the great struggles which have since taken place between capital and labor—Henry Clay Frick, then a partner of Andrew Carnegie and manager of that plant, was shot by the anarchist, Alexander Berkman. At one time several hundred Pinkerton men were brought from Pittsburgh up the river on barges to protect the steel works and the non-union men; but were attacked by the old employees and after several casualties were forced to capitulate.

Intense excitement was caused throughout the country by this long-drawn-out and bitter conflict. The present writer, happening at that time to be in Pittsburgh, went out to Homestead and witnessed some of the worst of the rioting. At that time a high board fence was erected to protect the workmen inside; this remained for a number of years, but has since been replaced with walls of concrete and iron.

Through Wilkinsburg Into the "East End" of Pittsburgh

Leaving East Pittsburgh, the tourist runs out of the industrial zone, which continues along the river practically all the way into the city, and passes through a residence district for the remaining ten miles. Ardmore Boulevard, into which Electric Avenue leads, was originally in part merely a trolley right of way. Automobiles and other vehicles were obliged to follow the older and longer Pittsburgh end of the Greensburg Pike, which goes over a steep hill in both directions, and has a frequently obstructed grade crossing near Turtle Creek. A few years ago, this shorter, practically level route was opened throughout, since which time through travel has followed it almost altogether.

Three and a half miles from the Westinghouse plant at East Pittsburgh, the trolley turns to the left from Ardmore Boulevard; but motor traffic continues straight ahead, passing on the right, in a reverse fork just beyond, a small statue of Abraham Lincoln, the only memorial of the President after whom the highway had been named to be seen since leaving Gettysburg. A half mile farther on, we cross Wood Street, at the center of Wilkinsburg, principally a large residence suburb of Pittsburgh.

Just west of Wood Street the main thoroughfare, now Penn Avenue, passes under four viaducts carrying the main line of the Pennsylvania Railroad overhead. Up to the construction of these viaducts, five or six years ago, this spot had the most dangerous set of grade crossings on this route, or probably in the State.

Not far beyond, the tourist crosses the line from Wilkinsburg borough into the "East End" of Pittsburgh, the division between which is not visible to the stranger passing through. Fine homes become frequent on both sides of the avenue; and many more are within a few blocks of the route. On the right-hand or north side of the street, between Murtland and Dallas Avenues, is a tablet, erected in 1914 by the Pennsylvania Society, Colonial Dames of America, to mark the route of the Forbes Road—the only one of its kind seen on our trip from Bedford, and worth a slow-up to read the lettering.

This tablet is attached to an old oak stump just within the railing enclosing the lawn of a private residence; when the accompanying view was taken a flag of thirteen stars waved over it from a small staff mounted on the top. On its march toward Fort Duquesne the army of General Forbes crossed the present Penn Avenue where this stump stands; and there is a tradition that Washington, then one of Forbes' officers, rested for a while under the tree, which was subsequently known as "Washington's Oak." No sign of the Forbes road now remains; and although Forbes Street in Pittsburgh, located about midway between our route and the Monongahela River, was named after that general, no part of it was on his line of march in 1758.

Through East Liberty

About a third of a mile beyond the tablet referred to in the preceding paragraphs, we cross Fifth Avenue, ("Point Breeze"), the first of the downtown streets extending several miles east. Farther along, East Liberty station of the Pennsylvania Railroad is passed on the right. This station serves the largest residential district of the city; and all through trains stop there.

What is now known at East Liberty, or the "East End," was laid out soon after 1820 by Jacob Nageley, after whom Nageley Avenue, a mile or so west along our route, was named. It remained a separate town until absorbed by the eastward expansion of Pittsburgh.

A short distance west of the station we cross a bridge over the Pennsyl-

Photo from President's Office, Carnegie Institute

CARNEGIE INSTITUTE OF TECHNOLOGY

Comprising the Margaret Morrison Carnegie School for Women, the School of Applied Science, the School of Applied Design and the School of Applied Industries

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vania Railroad, and then run along Penn Avenue three-tenths of a mile to the intersection of Whitfield Street. There (leaving Penn Avenue, which continues into the downtown district by an inferior route) a left turn is made, passing the Y. M. C. A. on the right, to the end of Whitfield Street, where a right turn is made into Baum Street.

The Automobile Club of Pittsburgh, whose offices also include the headquarters of the Pennsylvania Motor Federation, are in the building on the northeast corner of Baum and Beatty Streets, immediately opposite the Motor Square Garden. Tourists, particularly members of clubs in other localities, are welcome to call at these offices for touring or other information.

For more than a mile this section of Baum Street, or Baum Boulevard, is the "Automobile Row" of Pittsburgh; and even a run through without stop impresses the stranger with the number and variety of motor car agencies, many occupying their own large and costly buildings. Now we cross Nageley Avenue, a local thoroughfare in East Liberty, already referred to, and then Liberty Avenue, the second downtown avenue extending a considerable distance east of the business section. Just beyond Liberty Avenue, Baum Boulevard crosses a low stone bridge over the depressed tracks of the Pennsylvania Railroad, and then the Atherton Avenue bridge over the Pittsburgh Junction Railroad.

Short Detour to Schenley Park

Notwithstanding that we are now only about three miles from the end of this trip, unless the tourist plans to spend some additional time in and around Pittsburgh, a short detour to see some portions of Schenley Park, the Carnegie Institute and the University of Pittsburgh, is strongly recommended. Where Baum Boulevard comes to an end at Craig Street (and a right turn continues the regular route to the downtown business district), turn left and follow Craig Street a half mile to the cathedral at the corner of Fifth Avenue.

Turn right on Fifth Avenue, watching on the left for Bellefield Avenue, a short distance beyond. Turn left, crossing Bayard Street and Fifth Avenue, to the end of Bellefield Avenue at Forbes Street, here the northern boundary of Schenley Park. The buildings of the Carnegie Institute are in plain sight somewhat to the left from this point. A few basic facts about this great educational foundation must suffice here.

The Institute, founded by the late Andrew Carnegie in 1896, was developed under his fostering care until he had given thirty million dollars for its construction, equipment and endowment. It comprises the following departments: Museum, Fine Arts Department, Music Hall, Library School, Library System (central library and eight branch libraries), and the great Institute of Technology, with an enrollment of about 4,000 students. The Institute's main building, situated in the northeast corner of Schenley Park, near the residential district, is a beautiful structure of classical type whose general dimensions are 400x600 feet.

Technical Training with Great Advantages

The Carnegie Institute of Technology is primarily concerned with technical education, carrying out, as it were, the aims of Benjamin Franklin, but on a plan far beyond the dreams of that early patriot and statesman. Its work is grouped into four main divisions: (1) courses in engineering for men; (2) courses in the fine and applied arts for both men and women; (3) industrial courses for men, and (4) courses for women which combine training for the home and for a profession. Each of the four separate schools has its own building, faculty and students; and each provides both day and evening instruction. These are as follows:

1. School of Applied Science, the engineering college.
2. School of Applied Design, the art school.
3. School of Applied Industries, the industrial school.
4. Margaret Morrison Carnegie School, the college for women.

The lasting general impression to be had from even passing glimpses of this great practical philanthropy is more than worth the short detour and brief time required to see these outward evidences of it.

If time allows, a drive through the main area of Schenley Park, located mostly southeast of this point, will increase the interest of the visitor. Inside the park, which is threaded by well-kept drives, are several landmarks, historical and otherwise, and some notable monuments.

On the average quick through trip one may run west a short distance from the Carnegie Institute along Forbes Street to a choice of the short cross-streets leading to the grounds of the University of Pittsburgh. Turning right, along the south side of same into the Bigelow Boulevard, one is headed back toward the through route, left at Baum Boulevard and Craig Street.

This affords an excellent view of the University of Pittsburgh, founded in 1787, the oldest institution of learning, except the University of Nashville, Tenn., west of the Allegheny Mountains. Beside the college, there are schools of education, economics, engineering, mines, chemistry, medicine, law, dentistry, pharmacy and the graduate school. The close proximity of this old and prosperous university to the much younger, heavily endowed Carnegie Institute, makes the locality one of possibly unequalled educational prominence.

Photo from President's Office, Carnegie Institute

CARNEGIE INSTITUTE OF PITTSBURGH

This building contains the following departments of the Carnegie Institute: Central Library, Museum, Department of Fine Arts and Music Hall

First Views of the Three Rivers

Following Bigelow Boulevard around to the right, the tourist comes back into the direct route at the angle of Craig Street, two-tenths of a mile north of the point where it was left, at the foot of Baum Boulevard, for the side-trip to the Carnegie Institute and the University of Pittsburgh. That very small piece of Craig Street is the only part of the through route not covered when the detour recommended is made. Craig Street and this section of Bigelow Boulevard meet, as the map shows, like the blades of a pair of shears, nearly closed.

Almost immediately the boulevard curves around to the left, unfolding a series of most interesting views. North and west, considerably below, is the

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Allegheny River, along whose banks are a number of industries, though none as large as some of those beside the Monongahela south and southeast of here. Apparently every available space in those industrial localities has been taken for residential purposes, literally "bunches" of homes being visible from these points of vantage.

This scenic roadway, leading down a rather steep grade, was known until a few years ago as the Grant Boulevard. After the death of E. M. Bigelow, who as Director of Public Works of the City of Pittsburgh, was largely instrumental in building that thoroughfare, it was renamed "Bigelow Boulevard" in his memory. Part of its right-of-way is cut through solid rock. Somewhat more than half way down, the boulevard passes under one of the "inclines" by which traffic of all kinds is lifted from the river-front to nearby thoroughfares, over grades that could not be surmounted by ordinary means.

While descending the long grade of the Bigelow Boulevard, the tourist has a most interesting view of the surprising number and great variety of bridges spanning the Allegheny. It may be worth while to stop the car in some carefully selected spot for a better view of these structures than can be had even when moving slowly.

Looking as far as possible to the northeast, if the weather is fairly clear, one may just about see faint outlines of several bridges stretched across from the outlying "North Side" of the greater city to the string of suburbs on the west side beyond the present city limits. Perhaps the farthest one easily identified by the average visitor is the great structure by which the Pennsylvania lines west of Pittsburgh are carried over.

To the left (west) of that are four highway bridges across the Allegheny before its waters reach the "Point," the view of which is shut off in part by the great Manchester Bridge, the lowest down of all, and the buildings of the city now lying at our feet. To the south and southwest are some extremely limited views of the Monongahela River.

Through the Business Center

Near the foot of the grade, Bigelow Boulevard passes the Pennsylvania Railroad station, on the right, and then curves slightly to the left, running through Gazette Square, named after Pittsburgh's oldest newspaper, to its end at Grant Street and Oliver Avenue. A short jog to the left, followed by a right turn into Oliver Avenue, takes one between the William Penn Hotel, on the right, and Union Arcade, on the left. This is about the beginning of the central business section and brings one to the most crowded streets. Several hotels are within a few blocks, most of them a trifle farther downtown.

The usual way through the business district is along Oliver Avenue, crossing Smithfield Street, on the west side of which we pass between the City Hall on the left and the Oliver Building on the right. (The post-office is a short distance to the left on Smithfield Street, from where our route intersects it). Oliver Avenue comes to an end at Liberty Avenue, which we crossed while running along Penn Avenue, back at "East Liberty."

Going through without stop to points on the Lincoln Highway west of Pittsburgh, or to Cleveland and Great Lakes points generally, one would turn left from Oliver Avenue into Liberty Avenue, and take the next right into Sixth or Federal Street, to cross the Federal Street Bridge over the Allegheny River. That, however, is beyond the scope of our present series, which comes to an end at Pittsburgh after traversing the historic old Pike from the Delaware River at Philadelphia to the Ohio. The section of the through route west of Pittsburgh is not only "another subject," but it belongs to a considerably later period of American history; and needs to be treated, as will probably be done in due time, from somewhat different angles.

Old "Block-House" and the "Point"

The motorist traveling through downtown Pittsburgh will find it fully worth while to look up the Block-House, now the only remaining landmark of Colonial days at the "Forks of the Ohio." To reach it, after turning left from Oliver Avenue into Liberty Avenue, as mentioned in the preceding paragraph, continue on Liberty Avenue to its end at Water Street, facing the Monongahela. Turn right on Water Street (river on the left), and follow it past an alley to the next right-hand street, Penn Avenue, on which there are car tracks.

Turning right on Penn Avenue, one will see, on the left just beyond, the entrance to the Block-House, reached by a footway from the street. This is not a relic either of Fort Duquesne, the early French post, or of Fort Pitt, its English successor, as often supposed. Both of those were somewhat nearer the actual "Point," and all traces of them have long since been removed. This Block-House was erected in 1764 by Col. Henry Bouquet, after that capable officer had relieved Fort Pitt from the Indians who had secured possession of it during Pontiac's Rebellion, the previous year.

It was both a characteristic "fort" of that period and a place of refuge for the inhabitants of the locality. Washington's diary of his visit to this section in 1770, several years after this Block-House was built, states that there were then about twenty log houses "ranged into streets along the Monongahela," and mostly inhabited by Indian traders. Western Pennsylvania was still exposed to the dangers of Indian raids, which accounts for the port-holes—used both for observation and to repel attacks—shown in the illustration.

The building is 15x16 feet, 22 feet in height, and 20 feet from the floor to the eaves of the roof. It was built of heavy logs, which still remain, though the old-fashioned clapboards with which it is covered were a part of the considerable "restoration" necessary to adapt it to present uses. In 1894, Mrs. Mary E. Schenley deeded it to the Pittsburgh Chapter, Daughters of the American Revolution, who now maintain it as a museum of Colonial and Revolutionary relics.

At the Head of the Ohio River

While in the vicinity of the Block-House the visitor will, of course, take at least a quick look over the "Point," the most strategic plot of ground in Colonial days west of the Allegheny Mountains. Somewhere in this tongue of lowland, between two broad moving currents which unite a few yards west, the explorer Céleron, in his expedition of 1749, buried a leaden plate, claiming all the territory drained by the Ohio (*La Belle Rivière*) for Louis XV, King of France. During the next decade, French and English ambitions, as well as their armed forces, clashed at and for a long radius around this important gateway to the West.

The English triumphed in this section largely because of the success of the Forbes expedition of 1758, which traversed much of the ground west of the Alleghenies over which the historic Philadelphia-Pittsburgh Pike was afterwards built, though the complete victory, with a large share of the American Continent as a prize, was not achieved until General Wolfe's legions scaled the Plains of Abraham at Quebec in 1759 and overcame the French under Marquis de Montcalm. Fort Duquesne, though at last abandoned without a struggle, was, next to Quebec, the most important station in what was intended to be "New France," the last sign of which was extinguished by the Louisiana Purchase in 1803.

Raising the former level of the ground, to make thoroughfares to the two adjacent bridges, and the erection

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railings on each side, have entirely anged the original aspect of the Point"; and the landmarks seen by ie traveler are all of comparatively ecent date. Driving or walking all ie way down, one looks out upon the ctual confluence of the Allegheny and Monongahela to form the Ohio. Two idely different forms of primary ommerce—lumber from southwestern New York State and northwestern Pennsylvania, sent down by the Allegheny; and coal, brought by the Monongahela from interior West Virginia and parts of southwestern Pennsylvania, swing into the greater channel, which is also the head of first-class navigation to Cincinnati, Louisville, Cairo and New Orleans.

In Colonial and Revolutionary days the territory through which the Ohio flows was a land of mystery and romance. On its banks were the terminals of all improved roads leading from the Atlantic seaboard to the central West until within the past seventy-five years. Standing on this historic "Point," in reflective mood, even within a few blocks of modern Pittsburgh's business center, it is not difficult to hear the rumble of stage-coaches and freight-wagons on the old highway coming in from the east, and the echoes of primitive steamboats near the head of the great river leading farther west, stirring vivid impressions, even in the minds of this generation, of the two principal forms of transportation which met here in the early decades of the last century.

The series of articles on this important old thoroughfare, which began in MOTOR TRAVEL, June, 1917, is completed in this issue.

It was the expectation of the author to bring out the work in book form during the summer of 1919; but the magnitude of the undertaking, the number of chapters and some desirable final revisions, have led to its postponement until the early spring of 1920. This statement is made in view of numerous inquiries received both by MOTOR TRAVEL and the author.

—EDITOR.

New York to Spend Over $16,000,000 on Highways

AN expenditure of over $16,000,000 by New York State for new roads this year is planned. It is expected that in 1920 the state will receive a sum estimated to be over $8,000,000 from the Automobile Bureau. This sum, which compares with the sum of $2,700,000 received from the same source in 1918, will be expended for the maintenance and repair of highways. This work marks the inauguration of a campaign for roads with a hard, smooth surface which can be kept open for traffic at all seasons of the year regardless of weather conditions. When this program of road development is finished, it is planned to have a state-wide system of highways connecting not only the principal cities but practically every important town.

The money to be spent by the state for highway purposes is received from the following sources:

Direct appropriation for maintenance and repair	$5,500,000
From automobile fees	3,000,000
State aid to towns and counties	2,180,000
Federal aid	575,000
State appropriation to equal this	575,000
For relief of contractors	3,500,000
New bridges	900,000
Total	$16,230,000

In addition the various towns and counties will spend over $5,000,000 for the same purpose.—*S. A. E. Journal.*

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Route	Page	Route	Page	Route	Page
Adirondack Tour	40	Maine Tour	48	Real Tour	56
Cape Cod Tour	42	New York-Chicago Tour	50	Capitol Tour	58
Granite State Tour	44	Post Road Tour	52	Ideal Tour	3rd Cover
Green Mountain Tour	46	Scenic Tour	54	New Jersey Tour	4th Cover

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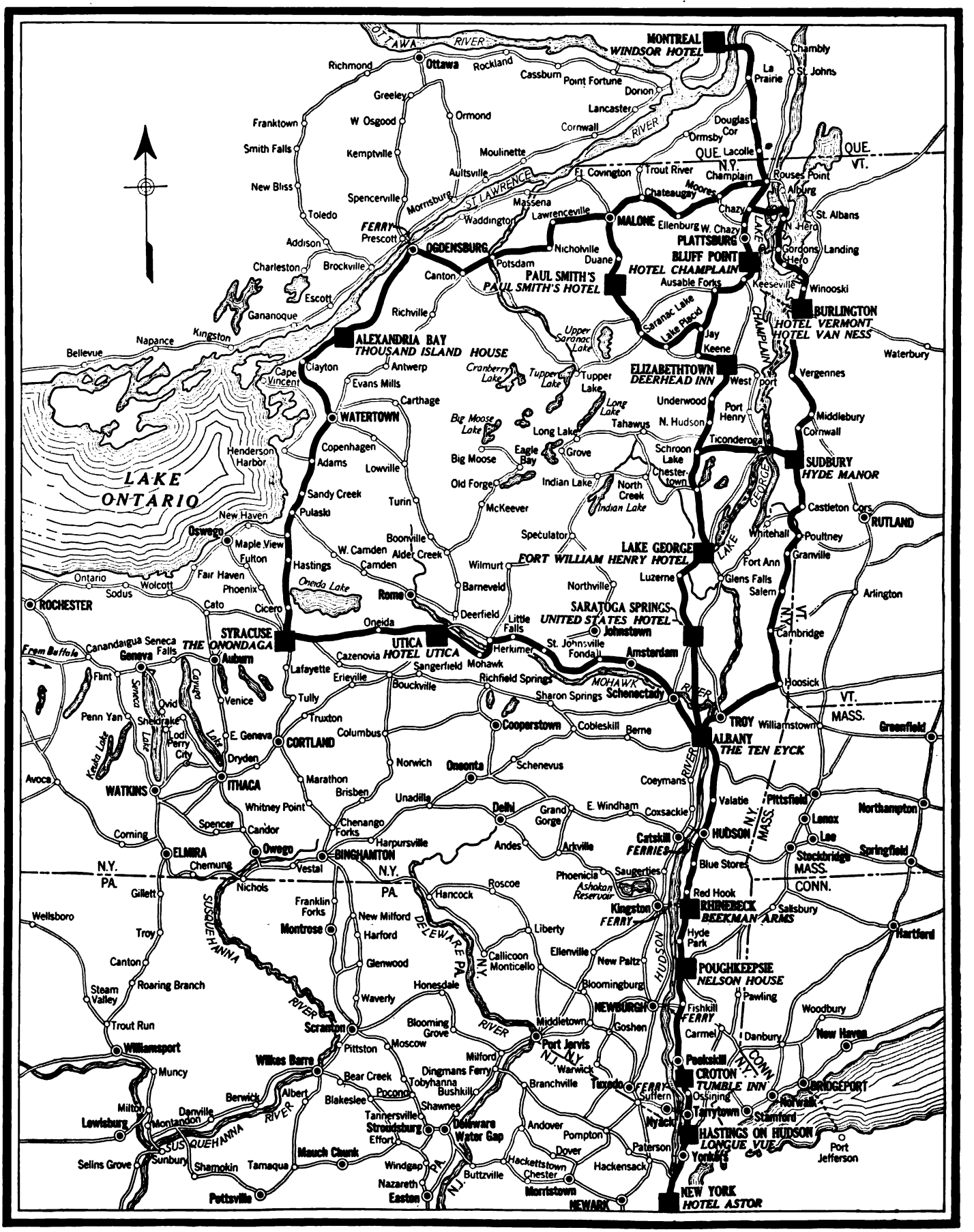
The ADIRONDACK TOUR



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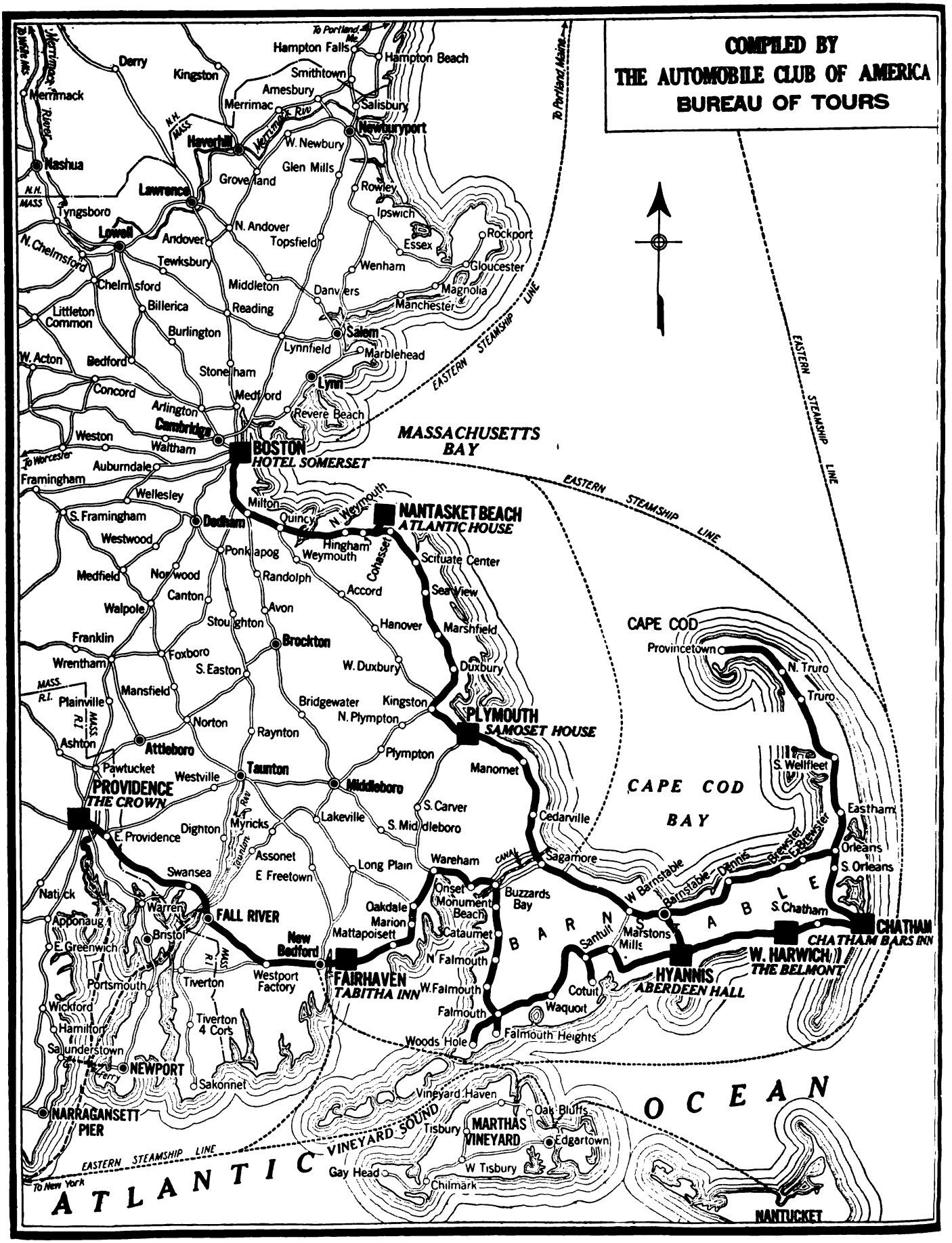

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Chatham, Mass.

Tabitha Inn

Fairhaven, Mass.

C. J. Beuchotte, Proprietor

Season opens May 15

Samoset House

Plymouth, Mass.

W. M. Douglass, Proprietor

Open all year round

Aberdeen Hall

Point Gammon

Hyannis, Mass.

Garage

Highest Class Resort Hotel on the South Shore

Atlantic House

Nantasket Beach, Mass.

Same Management as Hotel Thorndike, Boston

J. Linfield Damon, Proprietor

Hotel Belmont

West Harwich, Mass.

Opens June 15

Closes Sept. 15

Hotel Somerset

Commonwealth Avenue

Boston, Mass.

Frank C. Hall, Manager

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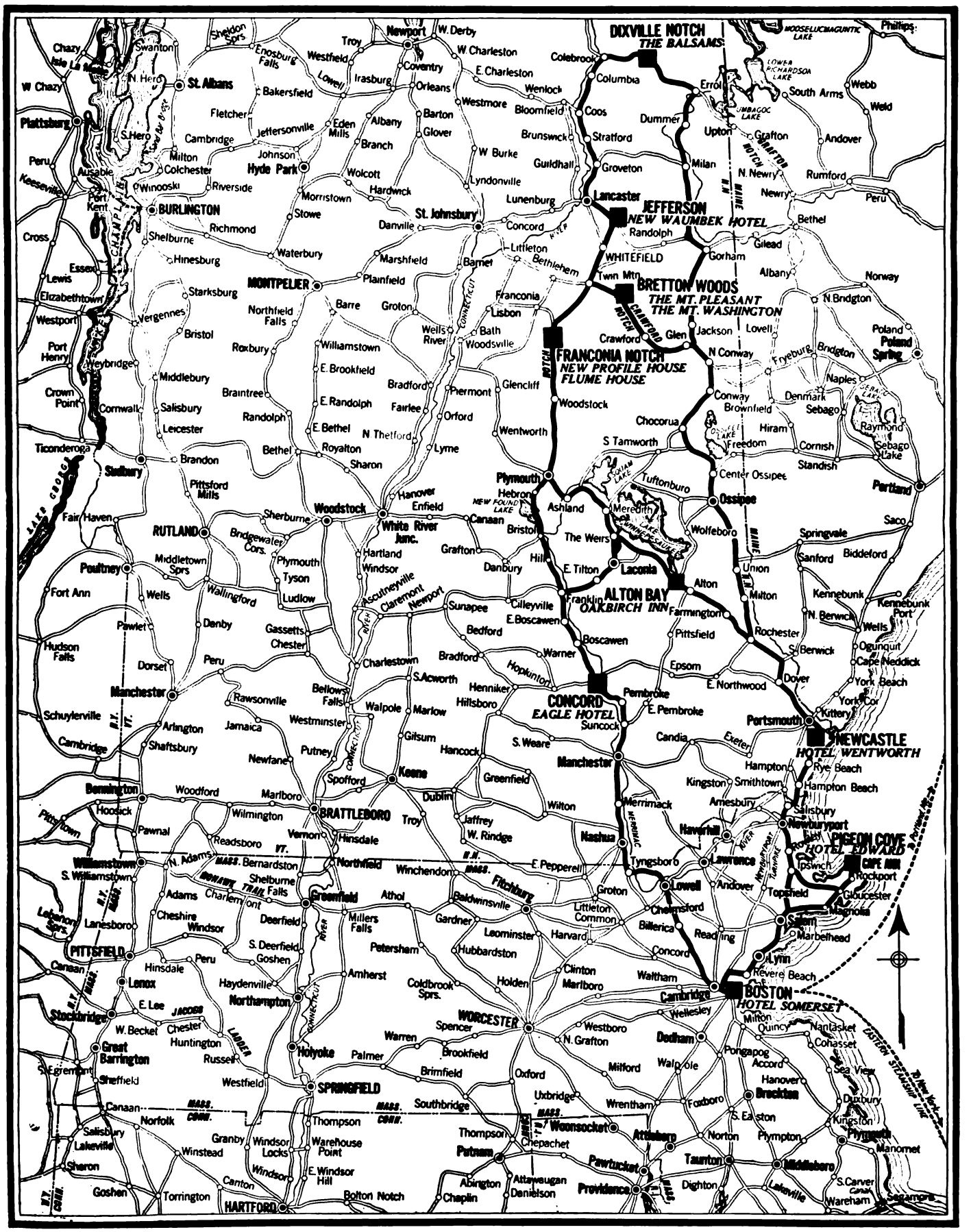
The GRANITE STATE TOUR


DIXVILLE NOTCH
THE BALSAMS
JEFFERSON
NEW WAUMBEK HOTEL
BRETTON WOODS
THE MT. PLEASANT
THE MT. WASHINGTON
FRANCONIA NOTCH
NEW PROFILE HOUSE
FLUME HOUSE
ALTON BAY
OAKBIRCH INN
CONCORD
EAGLE HOTEL
NEWCASTLE
HOTEL WENTWORTH
PIGEON COVE
HOTEL EDWARD
BOSTON
HOTEL SOMERSET
BURLINGTON
MONTPELIER
RUTLAND
BRATTLEBORO
SPRINGFIELD
HARTFORD
WORCESTER
PITTSFIELD
Lancaster
Plymouth
Laconia
Ossipee
Portland
Portsmouth
Manchester
Nashua
Lowell
Lawrence
Salem
Lynn
Keene
Greenfield
Holyoke
Northampton
Stockbridge
Lenox
Williamstown
Bennington
Woodstock
White River Junc.
Newport
St. Albans
Plattsburg
Ticonderoga
Middlebury
Poultney
Manchester
Hanover
Enfield
Littleton
Gorham
Berlin
Colebrook
Errol
Rumford
Bethel
Norway
Poland Spring
Conway
Ogunquit
Kennebunk
Biddeford
Saco
Springvale
Sanford
Dover
Rochester
Exeter
Hampton
Amesbury
Newburyport
Gloucester
Rockport
Andover
Concord
Nashua
Merrimack
Milford
Hudson
Pelham
Windham
Derry
Salem
Marblehead
Swampscott
Nantasket
Cohasset
Duxbury
Kingston
Plymouth
Manomet
Sagamore
Wareham
Middleboro
Taunton
Attleboro
Woonsocket
Pawtucket
Providence
Norton
Plympton
Foxboro
Dedham
Wellesley
Framingham
Southbridge
Thompson
Putnam
Danielson
Chaplin
Abington
Attawaugan
Dighton
Lakeville
Canton
Windsor
Windsor Locks
Warehouse Point
E. Windsor Hill
Bolton Notch
Torrington
Goshen
Norfolk
Salisbury
Lakeville
Sharon
Canaan
Granby
Winstead
Sheffield
Great Barrington
Egremont
Canaan
Lebanon Spgs.
Hoosick
Pittstown
Schuylerville
Cambridge
Shaftsbury
Arlington
Manchester
Dorset
Peru
Hudson Falls
Fort Ann
Wells
Pawlet
Danby
Wallingford
Middletown Spgs.
Poultney
Fair Haven
Sudbury
Brandon
Pittsford Mills
Rutland
Bridgewater Cors.
Plymouth
Tyson
Ludlow
Chester
Gassetts
Weston
Londonderry
Peterborough
Jaffrey
Rindge
Fitzwilliam
Winchendon
Athol
Orange
Petersham
Hubbardston
Barre
Templeton
Gardner
Leominster
Fitchburg
Harvard
Littleton
Groton
Ayer
Shirley
Townsend
Pepperell
Tyngsboro
Dracut
Lowell
Andover
Billerica
Chelmsford
Reading
Wakefield
Melrose
Malden
Medford
Somerville
Cambridge
Arlington
Belmont
Waltham
Newton
Wellesley
Natick
Framingham
Milford
Hopedale
Mendon
Uxbridge
Wrentham
Foxboro
Sharon
Canton
Milton
Quincy
Weymouth
Hingham
Cohasset
Scituate
Marshfield
Duxbury
Kingston
Plymouth
Manomet
Sagamore
Wareham
Middleboro
Lakeville
Taunton
Norton
Plympton
Pembroke
Hanover
Norwell
Hingham
Hull

The GRANITE STATE TOUR

Through the White Mountains of New Hampshire

Hotel Somerset
Commonwealth Avenue
Boston, Mass.

Frank C. Hall
Manager

The Mount Washington
Bretton Woods, N. H.

C. J. Root, Manager

Hotel Wentworth
Newcastle, N. H.

H. W. Priest
President

C. A. Judkins
Manager

Open from June 29 to September 25

New Profile House and Cottages
Franconia Notch
White Mountains, N. H.
Accommodations for 450 Guests

Management of
C. H. Greenleaf Everett B. Rich
Also Hotel Vendome, Boston, Mass.

Hotel Edward
Pigeon Cove,
Cape Ann, Mass.

Eagle Hotel
Opposite State Capitol
Concord, N. H.

Oliver J. Pelren
Manager

All Outside
Rooms

The Balsams
Dixville Notch, N. H.

New Fireproof Addition

David Bowdoin Plumer
Manager

Season opens Jnly 1

New England's Most Beautiful Highland Lake

Oak Birch Inn
and Bungalows
Alton Bay, N. H.

At the southern end of
Lake Winnepesaukee

A high class hotel for
permanent and transient
guests

The Mount Pleasant
Bretton Woods, N. H.

C. J. Dunphy, Manager

The Hotel De Luxe of the Mountains
Season June 19 to October 1

New Waumbek Hotel
Jefferson, N. H.

Frank Shute, Proprietor

18 Hole Golf Course

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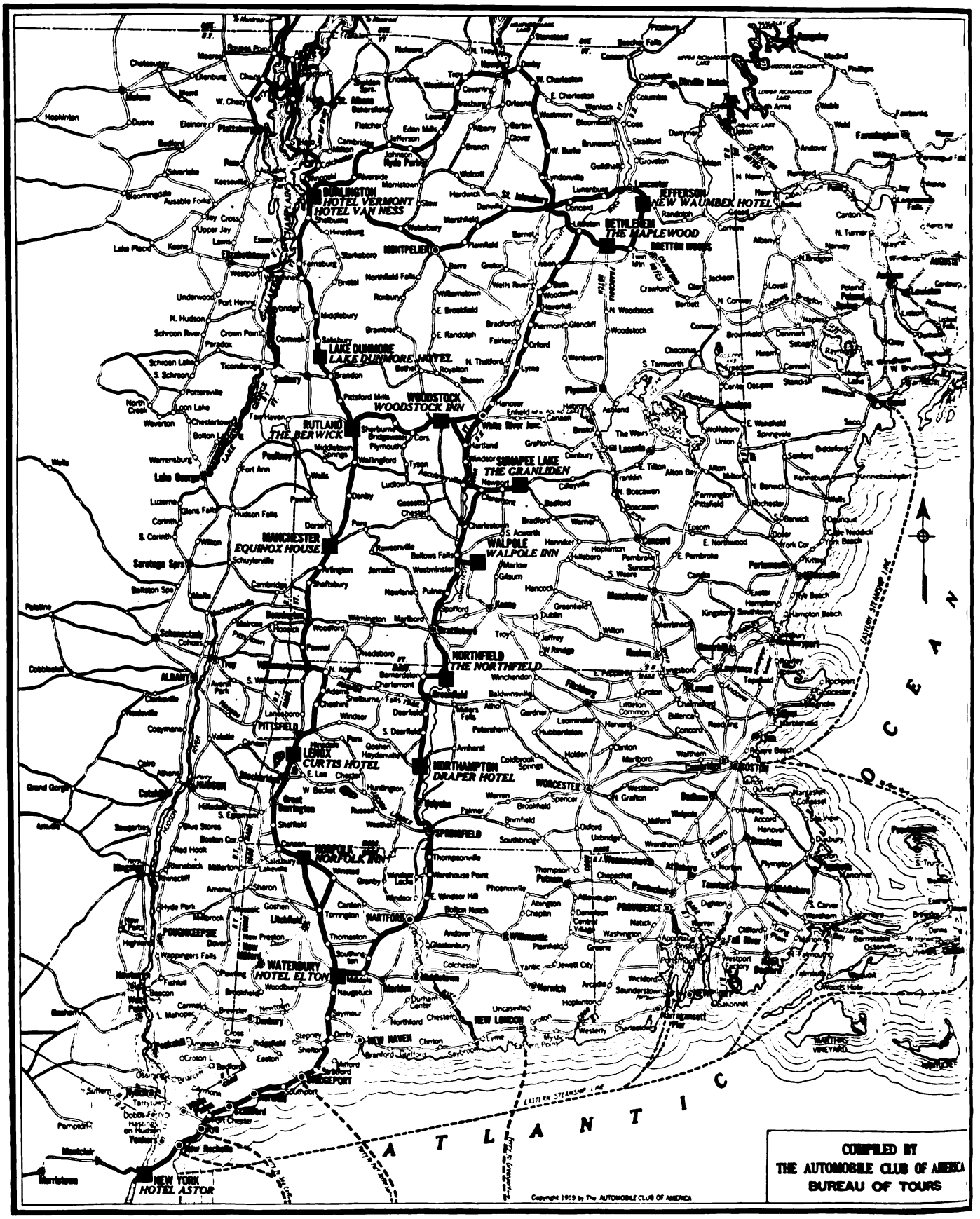
The GREEN MOUNTAIN TOUR



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The GREEN MOUNTAIN TOUR

Through the most scenic sections of Vermont, Massachusetts and Connecticut

Hotel Astor
Times Square, New York

Renowned Cuisine

F. A. Muschenheim — 1000 Rooms 700 Baths

Hotel Vermont
Hotel Van Ness
Burlington, Vt.

Under Same Management
Max L. Powell, Proprietor

The Elton
Waterbury, Conn.

Almon C. Judd, Proprietor — In the Scenic Naugatuck Valley

Maplewood Hotel and Cottages
Maplewood Inn
"In the White Mountains"
Maplewood, Bethlehem, N. H.

A. E. Dick, Manager

Norfolk Inn
Norfolk, Conn.

Henry R. Sweet, Proprietor

Woodstock Inn
Woodstock, Vt.

On the direct route from Saratoga, Lake George—via Manchester and Rutland, Vermont, to the White Mountains

Arthur B. Wilder, Manager

Curtis Hotel
Lenox, Mass.

Roscwell M. Curtis, Manager — Open April 26

The Granliden
Sunapee, N. H.

W. W. Brown, Manager

Equinox House
Manchester-in-the-Mountains Vermont

A. E. Martin, Manager — Excellent Golf Course

Walpole Inn
Walpole, N. H.

J. F. Wilson, Proprietor

Lake Dunmore Hotel
Lake Dunmore, Vt.

Hugh J. McKinnon, Proprietor

The Northfield
East Northfield, Mass.

Ambert G. Moody, Proprietor

The Berwick
Rutland, Vt.

Hotel Draper
Northampton, Mass.

William Kimball, Manager

New Waumbek Hotel
The Hotel De Luxe of The Mountains — **Jefferson, N. H.** — 18 Hole Golf Course

Season June 29 to October 1 — Frank Shute, Proprietor

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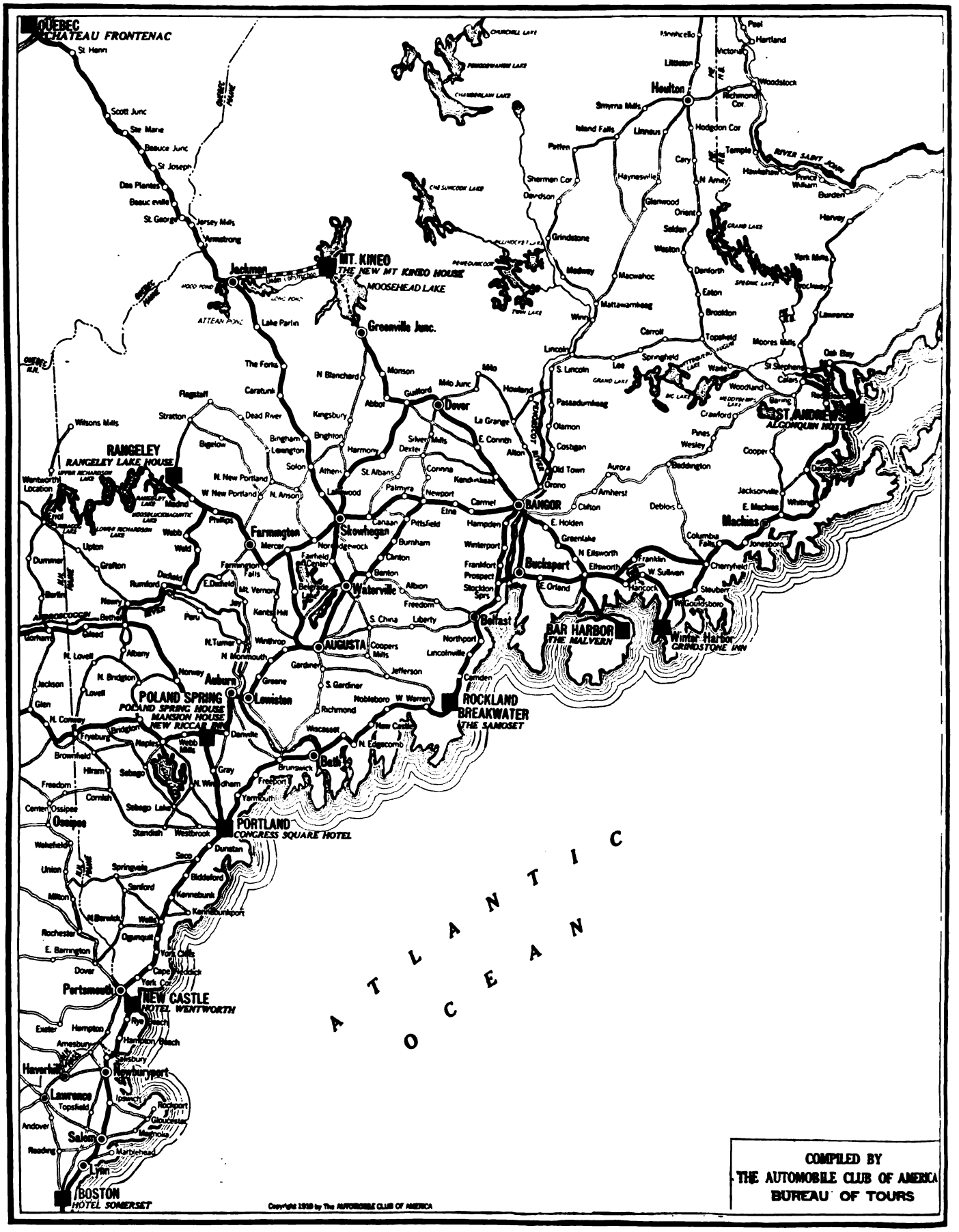
The MAINE TOUR



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The MAINE TOUR

Hotel Somerset
Commonwealth Avenue
Boston, Mass.
Frank C. Hall, Manager

Chateau Frontenac
Quebec, Que.
F. McMahon, Manager

Hotel Wentworth
Newcastle, N. H.
H. W. Priest, President
C. A. Judkins, Manager

The SamOset by the Sea
Rockland Breakwater, Maine
Open June 25th, close Sept. 9th
Ricker Hotel Co., Proprietors
D. B. Arnold, Manager

The Congress Square Hotel
Portland, Maine
Rines Brothers, Proprietors
Carlton Glidden, Manager

The Malvern
Bar Harbor
Mount Desert Island, Maine
E. G. Grob, Manager

Rangeley Lake House
Rangeley, Maine
W. S. Marble, Manager

Across Frenchman's Bay from Bar Harbor

Grindstone Inn
Winter Harbor, Maine
Bristow Tyler, Manager

New Mt. Kineo House and Annex
On Moosehead Lake, Kineo, Maine
Open July 1st, close Sept. 16th
Ricker Hotel Co., Proprietors
J. F. Sanderson, Manager

Algonquin Hotel
St. Andrews by the Sea, N. B.
Season, June 20th to Sept. 15th
A. Allerton, Manager

Poland Spring House
Open June 1st to October 15th

Mansion House
Open all Year

Home of the Famous
Poland Water
Poland Spring, Maine

The Riccar Inn
Open all Year

Hiram Ricker & Sons, Inc., Proprietors
1180 Broadway, New York City

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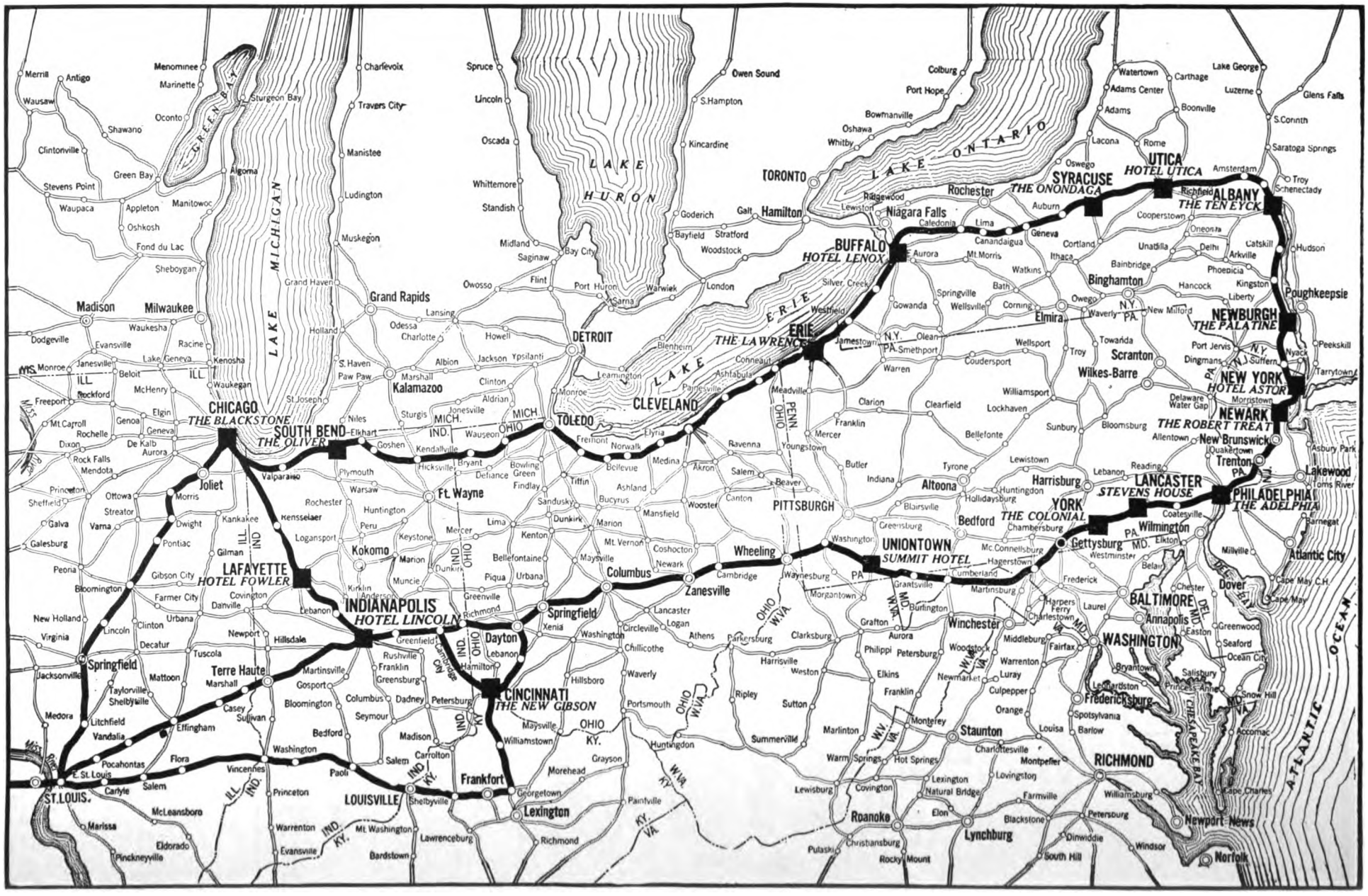
The NEW YORK-CHICAGO TOUR



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NEW YORK-CHICAGO TOUR

Hotel Astor
Times Square, New York City

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms, 700 Baths

The Blackstone
Chicago, Ill.

The Drake Hotel Company
Owners and Managers

The Palatine
Newburgh, N. Y.

N. H. Bain & Co., Proprietors

Hotel Lincoln
Indianapolis, Ind.

William R. Seeker, Proprietor

The Ten Eyck
Albany, N. Y.

A. H. Rennie, Manager

Hotel Henry Watterson
Louisville, Ky.

Robert B. Jones, Manager

Headquarters, Automobile Club of Utica

Hotel Utica
Utica, N. Y.

Office of President and Secretary
New York State Motor Federation
200 Rooms
200 Baths

New Hotel Gibson
Cincinnati, Ohio

Official Cincinnati Terminus of the Dixie Highway
Home of Cincinnati Automobile Club
500 Rooms
500 Baths

The Onondaga
Syracuse, N. Y.

Roof Garden Restaurant—Dancing
Procter C. Welch, Manager — 500 Rooms

The Summit Hotel
Uniontown, Pa.

The most beautiful resort Hotel between
New York and San Francisco — Rates from $1.50

Hotel Lenox
North Street at Delaware Avenue
Buffalo, N. Y.

C. A. Miner, Manager — Modern, Fireproof, Convenient

The Colonial
York, Pa.

R. McPherson, Proprietor
200 Rooms
100 with Bath

The Lawrence
Erie, Penn.

Under same direction as Hotel Utica, Utica, N. Y.

Stevens House
Lancaster, Penn.

A. J. McConomy, Manager

The Oliver
South Bend, Ind.

"The Best in the West"
The Home of the Motorists — Fireproof

Hotel Adelphia
Chestnut and Thirteenth Streets, opposite Wanamaker's
Philadelphia

Adelphia Hotel Company
David B. Provan, Managing Director
400 Rooms
400 Baths

The Fowler
Lafayette, Ind.

217 Rooms with Bath
H. H. Dunbar, Manager
Absolutely Fireproof
Roof Garden, Restaurant, Dancing, Golf

The Robert Treat
Newark, N. J.

Charles A. Carrigan, Manager

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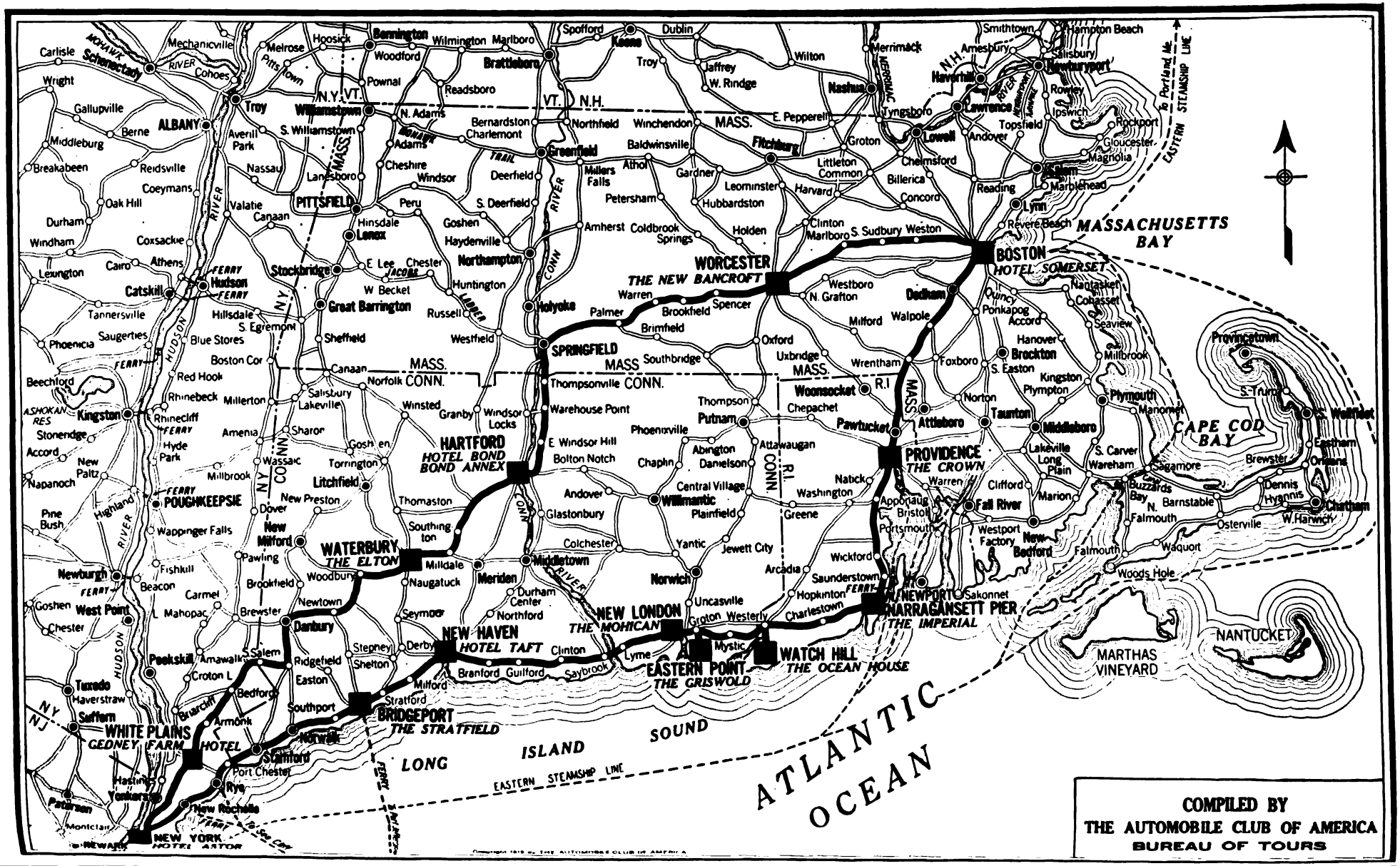
The POST ROAD TOUR to BOSTON



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The POST ROAD TOUR to BOSTON

Hotel Astor
Times Square, New York

F. A. Muschenheim — Renowned Cuisine — 1000 Rooms 700 Baths

The Imperial
Narragansett Pier, R. I.

Golf — Garage

W. A. Nye

Gedney Farm Hotel
White Plains, N. Y.

Edward H. Crandall — Excellent Golf Course

The Crown
Providence, R. I.

Fred Mansfield, Proprietor — Fairness, courtesy, good service

The Stratfield
Bridgeport, Conn.

F. A. Cantwell, Manager

Hotel Somerset
Commonwealth Avenue
Boston, Mass.

Frank C. Hall, Manager

Hotel Taft
New Haven, Conn.

Open all year

The New Bancroft
Worcester, Mass.

Music, Dancing and Cabaret — Finest Roof Garden in New England

The Mohican
New London, Conn.

F. B. Walker, Manager

Hotel Bond — Bond Annex

Hartford's Newest and Most Complete Hotels

Harry S. Bond

The Griswold
Eastern Point
New London (Groton), Conn.

C. S. Krom, Manager

The Elton
Waterbury, Conn.

Almon C. Judd, Proprietor — In the scenic Naugatuck Valley

The Ocean House
Watch Hill, R. I.

Open early in June — Special attention to automobile parties

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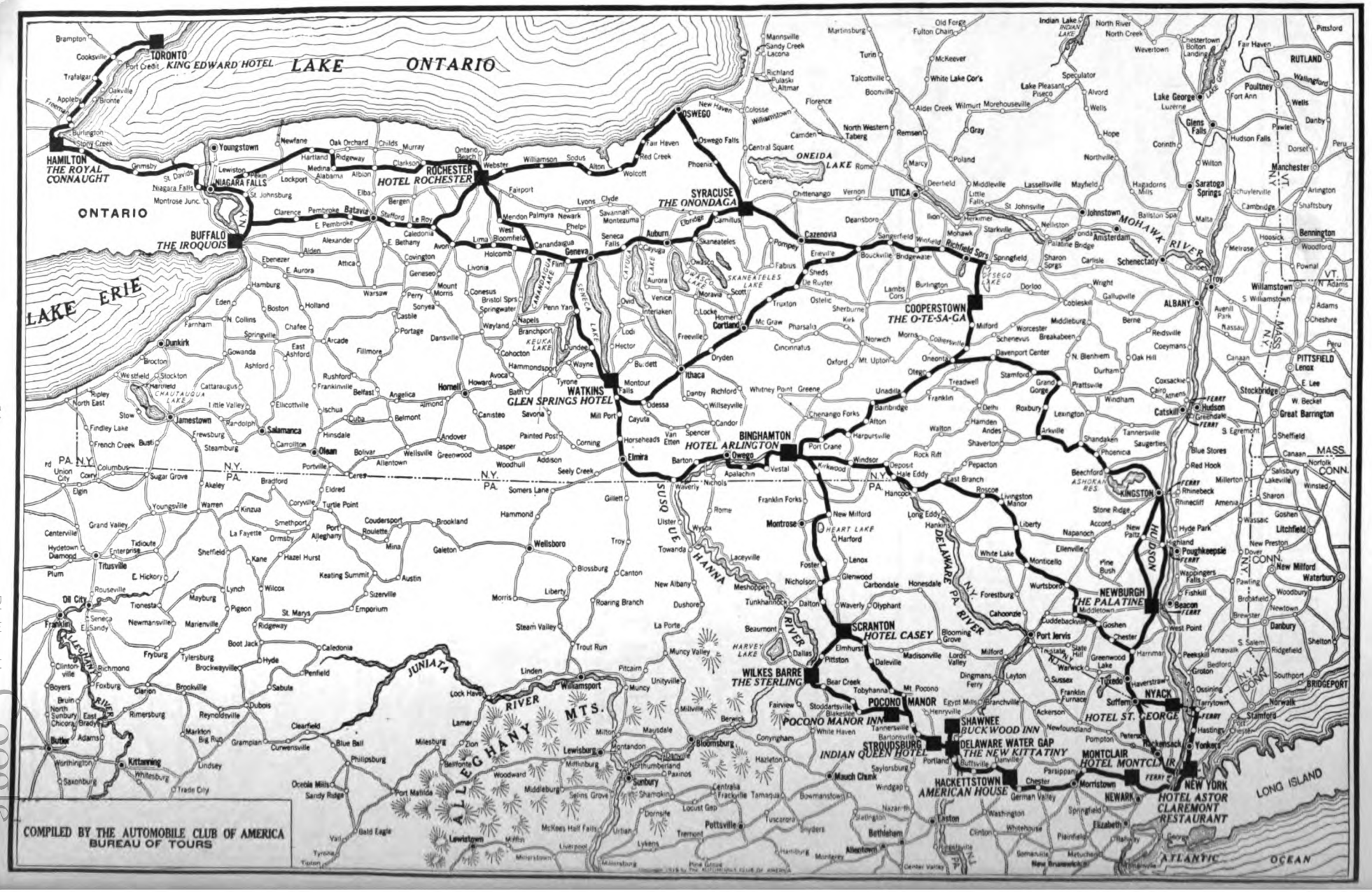
The SCENIC TOUR



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The SCENIC TOUR

Hotel Astor
Times Square, New York
Renowned Cuisine
1000 Rooms
700 Baths
F. A. Muschenheim

Hotel Casey
"The Perfect Hotel"
400 Outside Rooms
350 with Bath
Starting Point for the proposed Lackawanna Trail
Scranton, Pa.
Fireproof Garage in connection with Hotel Casey Company
J. J. Schafer, Manager

Hotel Montclair
Montclair, New Jersey
Open the entire year
Frederick C. Hall Company
A la carte service in the English Grill

The Iroquois
Buffalo, N. Y.
H. M. Gerrans, President
E. C. Green, Manager

American House
Hackettstown, N. J.

The Royal Connaught
Hamilton, Ont.
George H. O'Neil, Resident Manager

The New Kittatinny
Delaware Water Gap, Pa.
John Purdy Cope

King Edward Hotel
Toronto, Ontario

Buckwood Inn
Shawnee on Delaware, Pa.
C. V. Murphy, Manager

The Onondaga
Syracuse, New York
Roof Garden Restaurant—Dancing
Proctor C. Welch, Manager
500 Rooms

Indian Queen Hotel
Stroudsburg, Pa.

Hotel Rochester
Rochester, N. Y.
Milton Roblee, Manager
Fireproof Garage adjoining accommodations for 200 cars

Pocono Manor Inn
Pocono Manor, Pa.
J. W. Hurley, Manager

The O-te-sa-ga
On Otsego Lake
Cooperstown, New York
C. B. Knott, Proprietor and Manager

The Sterling
Wilkes-Barre, Pa.
J. J. Lenahan, Manager

The Palatine
Newburgh, N. Y.
H. N. Bain & Co., Proprietors

Absolutely Fireproof
Fireproof Garage Adjoining

Arlington Hotel
Binghamton, N. Y.
235 Rooms
175 with Private Bath
Kennedy-Tierney Company
Edward M. Tierney, President

Hotel St. George
Nyack, New York

Glen Springs Hotel
Watkins, New York
William E. Leffingwell, President

Claremont
Riverside Drive, New York City
Management same as Longue Vue
Hastings-on-Hudson

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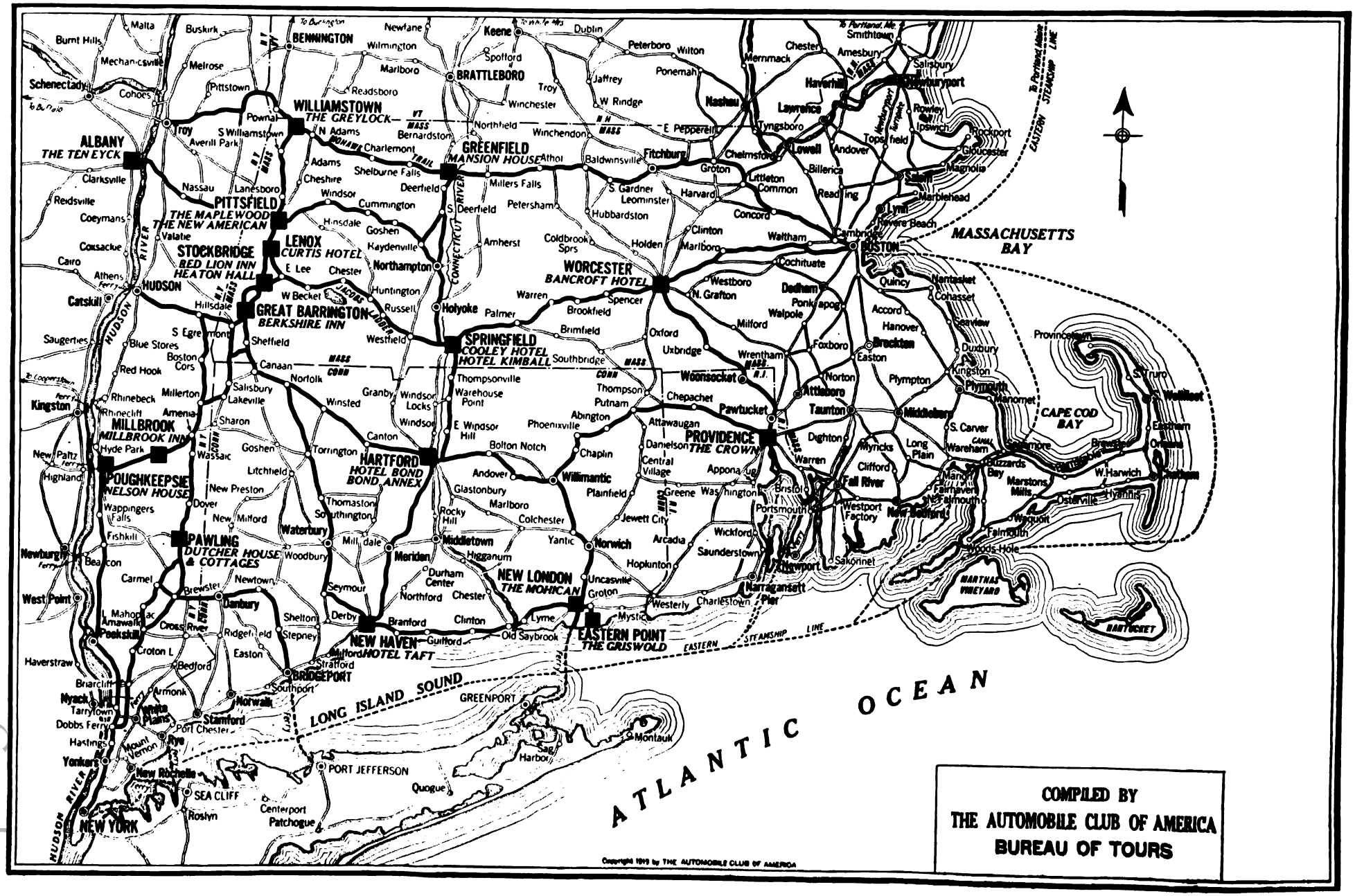
The REAL TOUR to the BERKSHIRES



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The REAL TOUR to the Berkshires

BOOKLET and MAP may be obtained free at The AUTOMOBILE CLUB of AMERICA or from any of these HOTELS

Dutcher House and Cottages
Open all year — Pawling, N. Y.
Leland W. Blankinship, Lessee — Telephone, 34 Pawling

The Greylock
Williamstown, Mass.
Henry N. Teague, Lessee

Nelson House
Poughkeepsie, N. Y.
Walter Averill, Proprietor — Open all year

Mansion House
Greenfield, Mass.
H. L. Wood, Proprietor — Open all year

Millbrook Inn
Millbrook, N. Y.
M. E. Sniffen, Proprietor — Open May 22

Cooley Hotel
Springfield, Mass.
Open all year

The Ten Eyck
Albany, N. Y.
A. H. Rennie, Manager — Open all year

Hotel Kimball
Springfield, Mass. — Open all year
George W. Sweeney, Managing Director — Fred. W. Peverly, Resident Manager

The Berkshire Inn
Great Barrington, Mass.
Caleb Ticknor & Son — Open May 25 to November 1

Hotel Bond Bond Annex
Hartford, Conn.
Harry S. Bond, Managing Director — Open all year

The Red Lion Inn
Stockbridge, Mass.
Allen T. Treadway, Proprietor — Open April 25

The Bancroft
Worcester, Mass.
Charles S. Averill, President and Managing Director — Open all year

Heaton Hall
Stockbridge, Mass.
Allen T. Treadway, Proprietor
W. G. Havill, Manager — Open June 16

Hotel Taft
New Haven, Conn.
Open all year

Curtis Hotel
Lenox, Mass.
Rosewell M. Curtis, Manager — Open April 25

The Griswold
Eastern Point, New London, Conn.
C. S. Krom, Manager — Open June 14

The Maplewood
Pittsfield, Mass.
Arthur W. Plumb, Proprietor — Open May 28

Hotel Mohican
New London, Conn.
F. B. Walker, Manager — Open all year

New American House
Pittsfield, Mass.
Plumb & Clark, Proprietors — Open all year

The Crown
Providence, R. I.
Fred Mansfield, Proprietor — Open all year

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The CAPITOL TOUR

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The CAPITOL TOUR

NEW YORK
Hotel Astor
Wm. C. Muschenheim
The Plaza
Fred Sterry, Manager
The Biltmore
J. McE. Bowman

NEWARK
The Robert Treat
Chas. A. Carrigan

PHILADELPHIA
Hotel Adelphia
David B. Provan, Managing Director
The Bellevue-Stratford
Rittenhouse Hotel

WILMINGTON, Del.
Hotel DuPont
E. S. Taite, Director

BALTIMORE, Md.
Hotel Belvedere
J. F. Letton, Manager
The Stafford Hotel

WASHINGTON, D. C.
Congress Hall Hotel
Hotel Continental
A. W. Chaffee, Manager
Hotel Harrington
Hotel Powhatan
The New Ebbitt
Metropolitan Hotel
The Grafton
The New Willard
F. S. Hight, President
The Raleigh

FREDERICKSBURG, Va.
Princess Anne Hotel

RICHMOND, Va.
The Jefferson
O. F. Weisiger, Manager

FORTRESS MONROE, Va.
Hotel Chamberlin
George F. Adams, Manager

NORFOLK, Va.
The Monticello

LYNCHBURG, Va.
Hotel Carroll
The Virginian

WHITE SULPHUR SPRINGS, W. Va.
The Greenbrier
J. H. Slocum, Manager

HOT SPRINGS, Va.
The Homestead
C. S. Andersen

GROTTOES, Va.
The Grottoes of the Shenandoah

HARRISONBURG, Va.
The Kavanaugh

LURAY, Va.
Hotel Laurence

WINCHESTER, Va.
Hotel Evans

MARTINSBURG, W. Va.
Hotel Berkeley

HARPERS FERRY, W. Va.
Hilltop House

FREDERICK, Md.
New City Hotel

BEDFORD, Pa.
Bedford Springs Hotel

HAGERSTOWN, Md.
Hotel Hamilton

CHAMBERSBURG, Pa.
Hotel Washington

YORK, Pa.
Colonial Hotel

LANCASTER, Pa.
Stevens House

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Ferry Schedules for the Motorist

Manhattan—New Jersey

West Shore Railroad	West 42d Street to Weehawken	About every 15 minutes.
West Shore Railroad	Cortlandt Street to Weehawken	
Delaware, Lackawanna & Western Railroad	West 23d Street to Hoboken	About every 10 minutes.
Delaware, Lackawanna & Western Railroad	Barclay Street to Hoboken	
Delaware, Lackawanna & Western Railroad	Christopher Street to Hoboken	
Delaware, Lackawanna & Western Railroad	West 23d Street to 14th Street, Hoboken	
Pennsylvania Railroad	Cortlandt Street to Jersey City	About every 10 minutes.
Pennsylvania Railroad	Desbrosses Street to Jersey City	
Riverside & Fort Lee Ferry Co	West 130th Street to Edgewater, N. J.	About every 10 to 20 minutes.
Dyckman Street & Englewood Ferry Corp	Dyckman Street to Englewood, N. J.	March 29 to Dec. 8. Week days, from 6 A. M. to 11 P. M., every half hour. Sat., Sun. and Holidays, from 6 A. M. to 12 P. M., every 10 minutes.

Manhattan—Brooklyn and Long Island

Municipal Ferry	Battery to 39th Street, Brooklyn	About every 20 minutes.
Brooklyn & Manhattan Ferry Co	East 23d Street to Broadway, Brooklyn	About every 20 minutes.
Long Island Railroad	East 34th Street to Long Island City	About every 10 minutes.

Manhattan—Staten Island

Municipal Ferry	Battery to St. George	About every 15 minutes.

Staten Island—New Jersey

Staten Island Railway Co	Tottenville to Perth Amboy	About every half-hour, 5.10 A. M. to 2.17 A. M.
Port Richmond & Bergen Point Co	Pt. Richmond, S. I., to Bergen Point, N. J.	Every 10 minutes.
New Jersey & Staten Island Ferry Co	Howland Hook to Elizabethport	About every 20 minutes, from 5.20 A. M. to 12.10 A. M.
Cartaret Ferry Co., Inc	Linoleumville to Cartaret, N. J.	Discontinued after September 15.

Staten Island—Brooklyn

Brooklyn & Richmond Ferry Co	69th Street, Bay Ridge, to St. George, S. I.	From Brooklyn on a half-hour schedule from 6 A. M. to 7:30 P. M. From St. George on a half-hour schedule from 6 A. M. to 7:30 P. M.

Schedules concluded on following page

To make the Looks outlast the Car use plain water, a sponge and

MOBO AUTO CLEANSER

A Pure Linseed Oil Soap

Write for Free Booklet, "How to Keep an Automobile Clean and Bright"

JOHN T. STANLEY CO., Inc.

628 to 652 WEST 30th STREET NEW YORK CITY

Carload Service

JUDSON

LOW RATES

FREIGHT FORWARDING COMPANY

Automobiles shipped to and from principal western points

WRITE NEAREST OFFICE

New York, 324 Whitehall Building
Boston, - - 640 Old South Building
Philadelphia, 272 Drexel Building
Baltimore, 412 Garrett Building
Chicago, - 446 Marquette Building
Pittsburg, - 435 Oliver Building
Detroit, - 527 Ford Building
St. Louis, - 1537 Boatmen's Bank Building
San Francisco, 855 Monadnock Building
Los Angeles, 518 Central Building
New Orleans, 203 Marine Bank Building

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Ferry Schedules for the Motorist

Continued from preceding page

Long Island Sound Ferries

Marine Operating Co.	RYE, N. Y., to SEA CLIFF, L. I.	Lv. Sea Cliff 9 and 11.30 A. M., 2, 4.30 and 7 P. M. Lv. Rye 10 A. M., 12.30, 3, 5.30 and 8 P. M.
Bridgeport & Port Jefferson Steamboat Co.	Bridgeport, Conn., to Port Jefferson, L. I.	Daily. Lv. Port Jefferson 9 A. M. Lv. Bridgeport 3 P. M.
Montauk Steamboat Co. (U. S. Railroad Administration)	New London to Shelter Island and Greenport	Lv. Sag Harbor 6 A. M. and 12.30 P. M. Lv. New London 10 A. M. and 4.15 P. M.

New England Ferries

Hadlyme & Chester Ferry Co.	Hadlyme to Chester, Conn.	On signal. 7 A. M. to 7 P. M.
Interstate Transit Co., Inc.	Greenwich, Conn., and Oyster Bay, L. I.	Lv. Greenwich 8 and 11 A. M., 2 and 5 P. M. Lv. Oyster Bay 9.30 A. M. and 12.30, 3.30 and 6.30 P. M. On Saturdays, Sundays and Holidays an extra boat is run at 8 P. M. from Greenwich and 9.30 P. M. from Oyster Bay.
Jamestown & Newport Ferry Co.	Saunderstown to Newport, R. I., via Jamestown Island	Boats leave hourly from 7.30 A. M. to 7.30 P. M.
Newport & Providence Railway Co.	Bristol to Bristol Ferry	May 1 to Oct. 1 daily, about every hour from 8 A. M. to 6.15 P. M.
Thames Ferry Co. (The City of New London Municipal Ferry)	New London to Groton	Every 20 minutes, 5 A. M. to midnight.

Hudson River Ferries

North River Ferry Co.	Tarrytown to Nyack	Every hour, 7 A. M. to 9.30 P. M. On the hour from Nyack, half hour from Tarrytown.
North River Steamboat Co.	Tarrytown to Nyack	Every hour, 7.30 A. M. to 7 P. M. On the hour from Tarrytown, half hour from Nyack.
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Poughkeepsie & Highland Ferry Co.	Poughkeepsie to Highland	About every half hour, 5.45 A. M. to 10 P. M.
Rondout-Sleightsburg Ferry Co.	Rondout to Sleightsburg	Every 5 minutes, 5.55 A. M. to 10.30 P. M.
Rhinebeck & Kingston Ferry Co.	Rhinecliff to Kingston	About every 40 minutes, from 6.40 A. M. to 10.40 P. M.
Catskill Ferry Co.	Catskill to Greendale	About every hour. See N. Y. C. time table.
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Miscellaneous

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Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

212-SK—1916 eight-cylinder Stearns-Knight Sedan.

236-D—1914 six-cylinder, 35 H. P. Daimler; perfect condition; open, cabriolet, landaulet type of body, made by King & King, Hammersmith.

241-R—Six passenger 35/45 Renault cabriolet, open or closed, as desired. Practically like new. Palmer cord tires, also two extra, all in good condition. Car now on dead storage in London.

245-SK—1917 Stearns-Knight. A smart-looking car; fixed Victoria top; five seats; front seats fold out of sight, covered by rolling shutters. Ready for service.

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

250-R—1912 Renault, shaft driven, 30 H. P. runabout car. Has not been driven over a thousand miles. Also a four or five passenger touring body, now on the car.

254-P.A.—1916 Pierce-Arrow touring car. Up to date in every respect.

255-C—Cadillac 1915 touring car, with extra winter top (Sterling), recently repaired and painted.

256-C—1915 Cadillac touring car. Fine mechanical condition.

257-C—Late model Cadillac, Victoria, run very little. Very stylish.

259-B—For sale, Berline body. In good condition. Exterior finish, dark blue, interior trim, mahogany with blue broadcloth upholstery. Built to fit 55 H. P. Fiat, but can be altered for other chassis.

260-C—Cunningham, 1918. Immediate delivery, six-passenger touring car. Sodpan model, 142-inch wheel base, 8-cylinder, mechanically perfect; just painted, tires excellent condition; two sets of wheels, six each Disteel & Rudge wire wheels. Can be seen and demonstrated at any time.

261-P.A.—Pierce-Arrow six-cylinder 48 H. P. 1911 touring car. Wind shield, extra curtains and tires, slip covers. Extra limousine body. Has always given satisfaction. Good bargain. Was in dead storage for a year and a half.

263-B—Buick seven-passenger touring, E-49, 1918. Good tires and extras. Car run about 6,000 miles.

264-H—1917 Haynes coupe, with detachable summer top. Mechanically good. Clover leaf model.

265-C—1915 Cadillac runabout, in mechanically good repair.

266-S—50 H. P. chain drive Simplex touring, seven-passenger. Five cord tires.

267-P—30 H. P. five-passenger Packard phaeton; motor just overhauled. Good paint, top and tires.

268-M—Mercer 1914 five-passenger touring. Motor just fitted with new crank shaft. Self starter. Very fast.

269-B—A sedan enclosed drive body, made by Fleetwood. Finely upholstered. Taken from Lancia car. $1,000.

270-L—Lancia touring car, 1913 model, in first-class condition.

271-S—Stutz Bearcat model 1914 runabout. Practically new tires. Mechanically right.

272-R—Rolls-Royce 1914 chassis, Brewster touring landaulet body. Six new shoes. Wire wheels. Car and body in first-class condition.

273-R—Rolls-Royce touring car; 1914 chassis, English made body. First-class condition.

274-S—Studebaker touring car, seven-passenger, 1919 model. Run but few miles.

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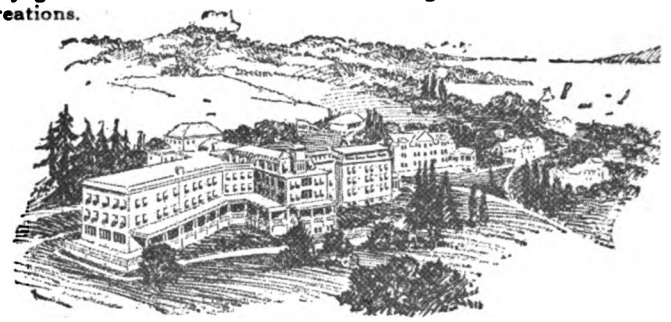

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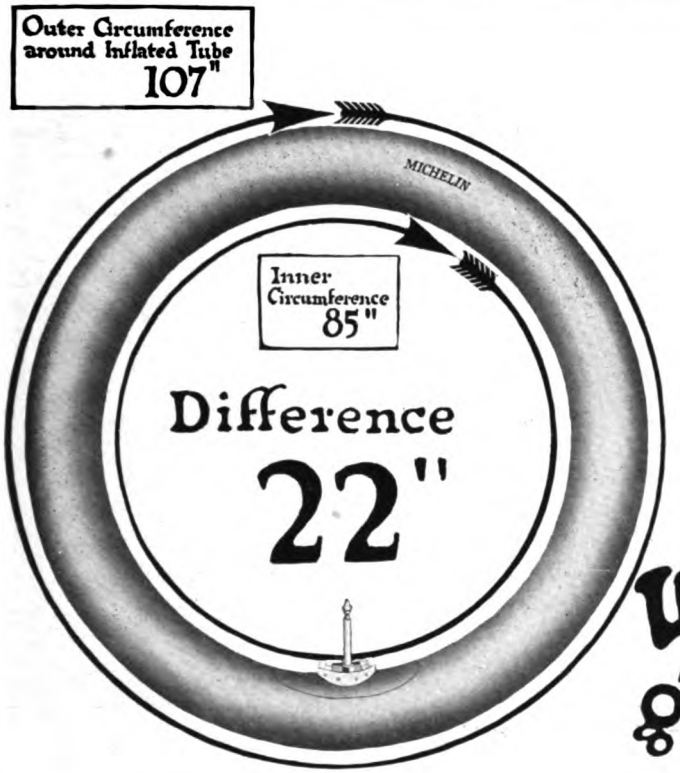

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MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Clubhouse, 54th and 55th Streets, West of Broadway, New York

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Vol. XI **October - November - December** **Nos. 7, 8, 9**

CONTENTS

THE AUTOMOBILE SALON 9
Reginald McIntosh Cleveland

GOING SOUTH BY MOTOR 18
O. M. Wells

THE NATIONAL AUTOMOBILE SHOW 20

WINTER MOTORING IN PUERTO RICO 21
John J. Cisco, Jr.

OFFICIAL NOTICES 28

BUREAU OF TOURS NOTICES 30

SAUNTERING ALONG THE TRAIL OF THE PADRES 31
Trowbridge Hall

MOTOR TOURING IN THE DUTCH EAST INDIES 36
E. H. Wakefield

DOUBLE EFFICIENCY IN HIGHWAY MAINTENANCE 38

MEMBERS' CARS FOR SALE AND EXCHANGE 47

MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

Copyright, 1919, by The Automobile Club of America

Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR

Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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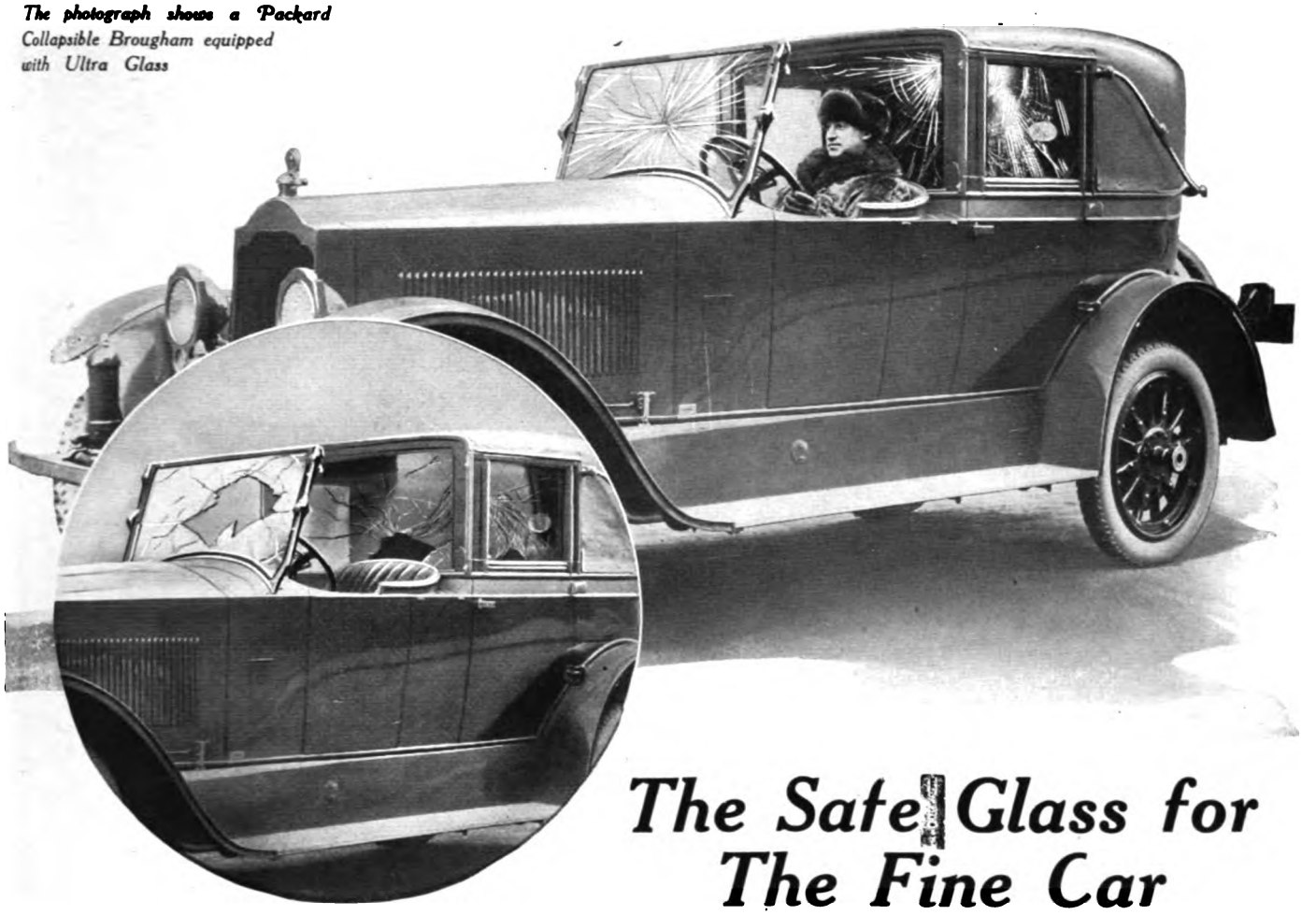
The photograph shows a Packard Collapsible Brougham equipped with Ultra Glass



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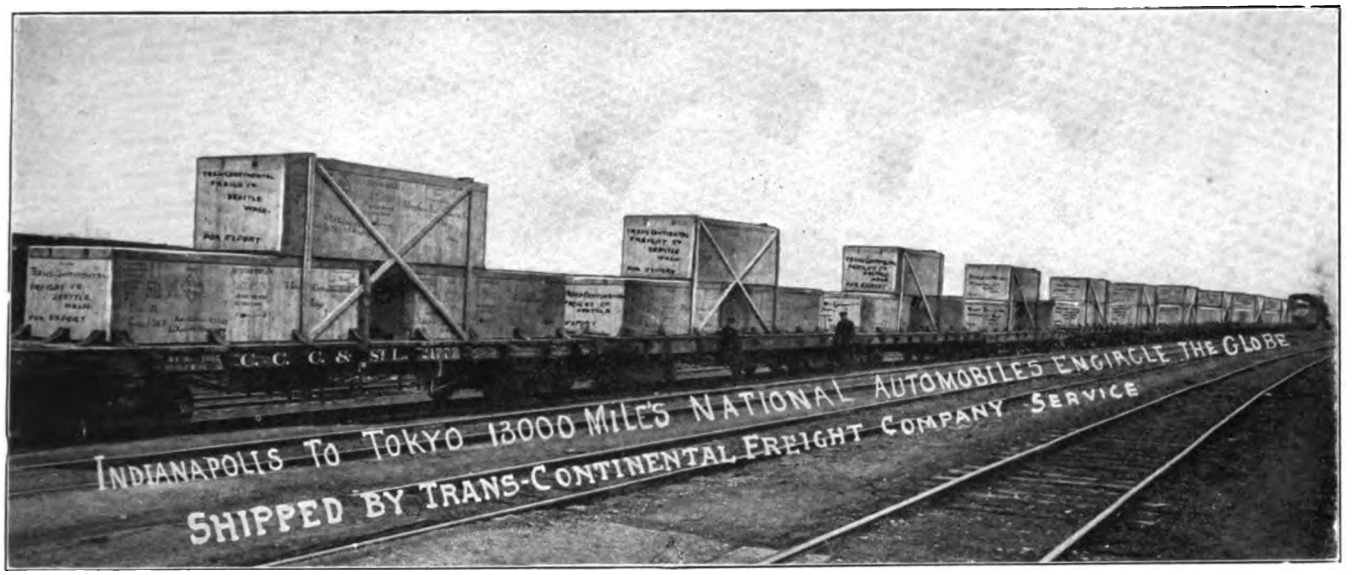
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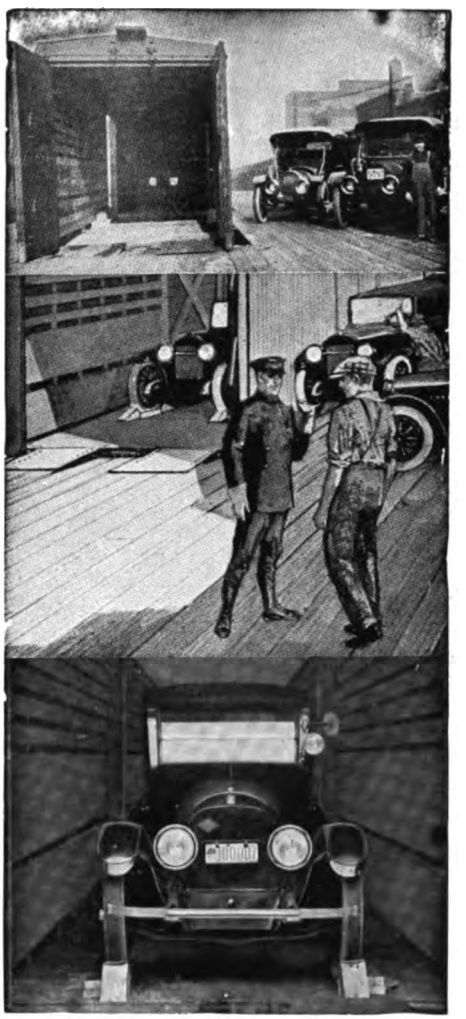

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THERE is about as much metal in a nickel as there is in a five-dollar gold piece—and there is about the same amount of material in the ordinary tire as there is in a Kelly. But when it comes to spending the nickel, or trying to get Kelly mileage out of low-priced tires, the difference becomes apparent.

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MOTOR TRAVEL

GENERAL VIEW IN GRAND BALLROOM OF THE COMMODORE DURING SALON WEEK

The Automobile Salon

Motor Cars de Luxe at Fifteenth Annual Exhibition

Reginald McIntosh, Cleveland

SOMEWHERE deep within the average human consciousness there is an instinctive response to the thoroughbred quality, whatever its manifestation. A great horse, a dog of high degree, a work of great art, each has about it a subtle something which at once sets it apart from the company of the average, something which is recognizable by even the least expert of men. It was pre-eminently this quality which marked the Fifteenth Annual holding of the Automobile Salon in the Grand Ballroom of the Hotel Commodore, November 17 to 22.

Here were assembled, in the form of chassis and completed car, the aristocrats of the motor car world; the

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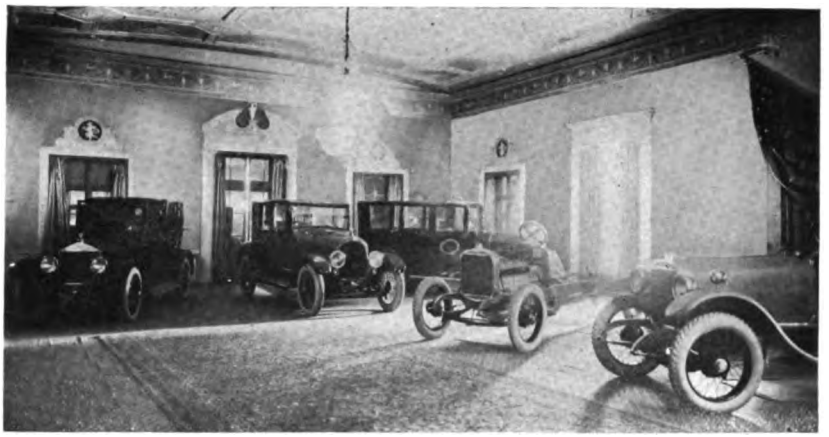
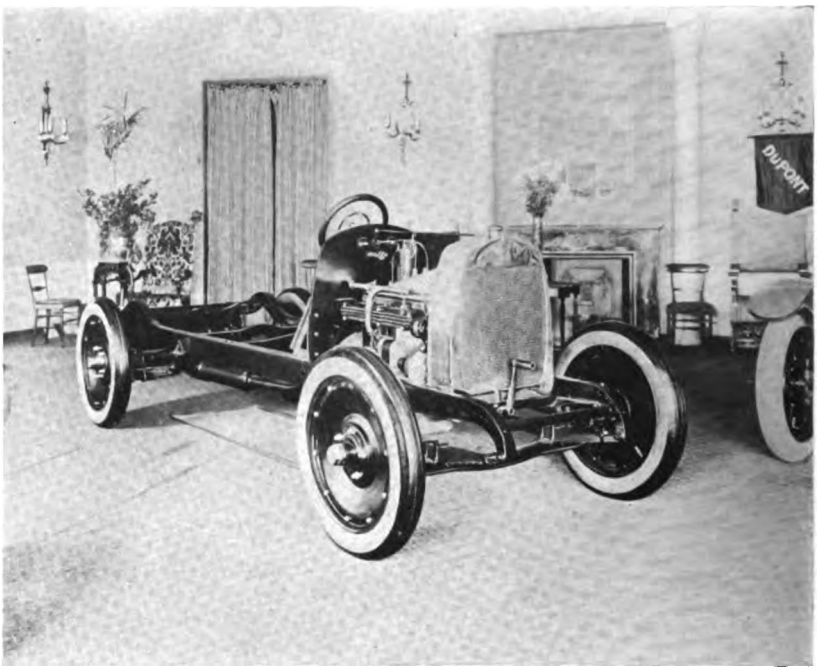


WEST BALLROOM, SHOWING RUBAY AND SUNBEAM EXHIBITS

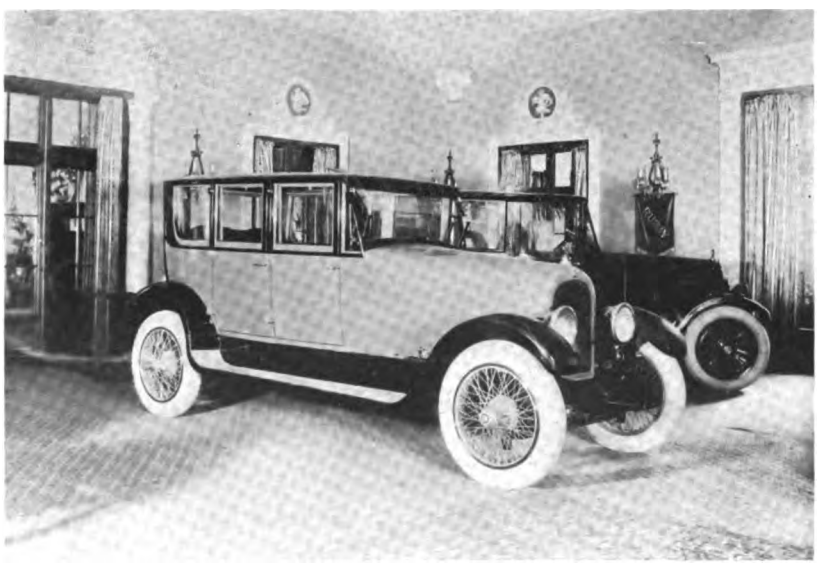
automobiles and automobile bodies which, in every line and detail, represented the best thought of two continents in the field of the motor vehicle. One could not enter the spacious ballroom, which formed a most suitable setting for an exhibition of this kind, without an immediate realization that he was in the presence of the elect. Beauty was everywhere, beauty of line, beauty of coloring and that less obvious, but no less real, beauty which goes below the surface and finds its expression in the nice adjustment of part to part, in the skillful handling of metal and of wood, in workmanship which has attained the plane of art.

One hears frequently nowadays the trite and easy comment that automobiles have been standardized, that they have been brought down to a least common denominator. Like many half truths, this assertion has some justification in fact. The principle of the internal combustion engine as applied to road vehicles has been brought to a point of development where most automobiles function, roughly speaking, in like manner. But progress has by no means stopped and the Salon of 1919 bore eloquent witness to the fact that, in the details of its application, the general motor car principle has many points of difference and is still in a state decidedly fluid. There was abundant proof at the exhibition that the years of war have not been unproductive of advance on both sides of the water in both theory and practice.

A general impression created by such a gathering of automobiles as the Salon is difficult to summarize and it is, perhaps, unfair to draw conclusions that any fixed tendency of design has been established. One factor of engine design was sufficiently prominent,



THE CHASSIS OF THE DU PONT, A NEWCOMER AMONG AMERICAN AUTOMOBILES



AN ESPECIALLY HANDSOME SEDAN BY RUBAY ON A MARMON CHASSIS

however, to be described as a definite trend and this was the use of four rather than of a greater number of cylinders. Of course, the exhibition had many a chassis of the six and eight-cylinder type, but, among the newer cars especially, the four-cylinder motor occupied a position of great numerical strength. This is a tendency, it may be said, which has been freely predicted by experts for some time. It has always been a type of design in much favor abroad and is finding some interesting exemplification among American cars of recent vintage.

Another general impression created by the Salon cars of this year was that of great length. In most cases this was due to very generous actual wheel-base. In many, also, actual length was magnified by body lines which heightened the effect. This was notably the case with the new Locomobiles in

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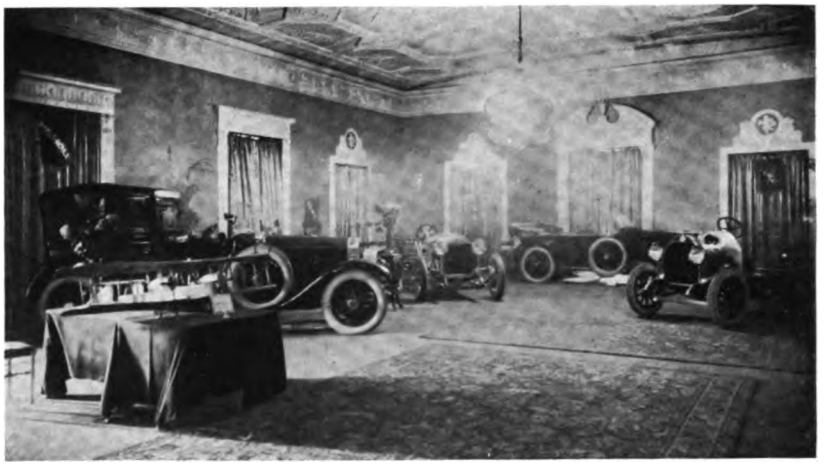
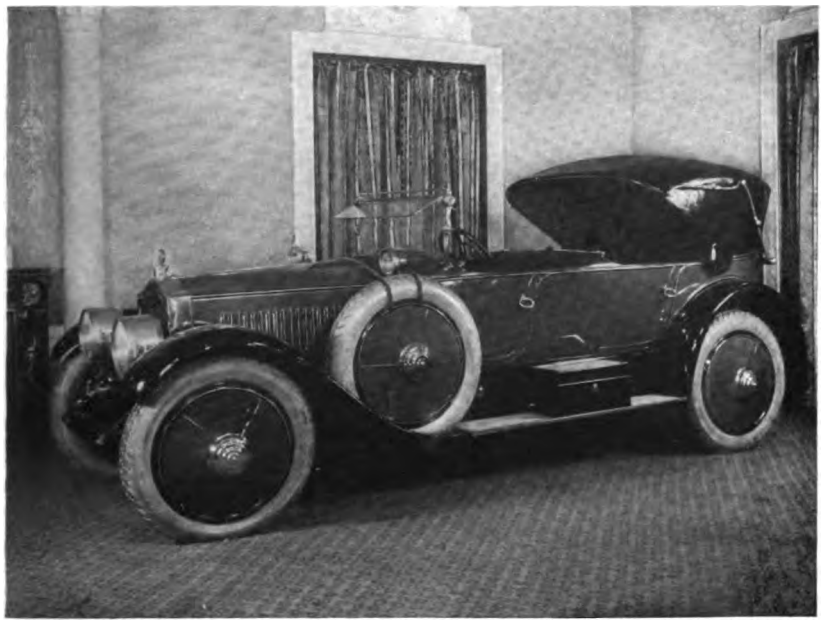
which the front fenders were carried back on the running boards in such a way as to make a chassis actually very long appear still longer. The bodies shown at the Locomobile booth were notable both for quiet good taste in treatment and for exceedingly complete equipment. They carried not merely spare rims but spare tires also; fenders, spotlights and mirrorscopes and other really useful accessories which are not usually supplied with a car.

As in the Salon of other years, the details, the small matters which have so large a bearing on the complete comfort of the car, were perhaps more interesting—to all save the mechanical enthusiast at any rate—than the modification of chassis design. It is in matters of this sort that the Salon car shows its good breeding to particular advantage and the exhibits of this year proved no exception to the rule. At nearly every display some interesting innovations in the handling of these all-important small matters were to be found.



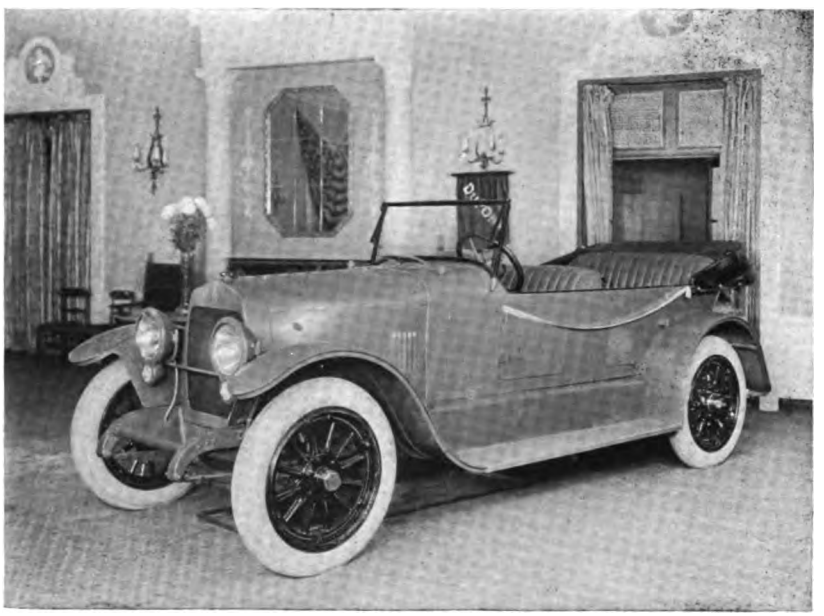
GENERAL VIEW OF EAST BALLROOM
The Rolls-Royce exhibit is seen on the left with the miniature model of Vicker's "Vimy Rolls." Other exhibitors in this room were DeLage and Lancia



BROOKS-OSTRUK TOURING CAR IN BLACK, GREY AND SILVER
A notable example of American coachwork on a Packard chassis

On the DeLage, for example—a typical specimen of French workmanship of the highest order—were displayed several details of unusual interest. An open body of sporting type had cylindrical foot rests in the tonneau which were attached to the body by buckled straps. They were movable, of course, and could be adjusted individually to suit the length of limb of each occupant of the tonneau. On the running boards were metal strips set, perhaps, an inch apart and parallel with the length of the car. Between each strip were a number of perforations right through the running board. This method of handling the running board problems was not only attractive in appearance but served the practical ends of affording secure footing on getting in and out of the car and of providing drainage through the board so that, in inclement weather, one would not bring snow or mud into the car body on one's boots. The smaller lamps on this car were in the form of frog's eyes set into the natural wood base of the windshield and provided, respectively, with a narrow green and red bar in the glass to serve as direction lights.

The DeLage chassis showed many interesting features, including a service brake operating on all four wheels at once through brake differentials—the emergency brake acting on the drive shaft; two carburetors, one for each set of three cylinders, and large openings into both clutch and transmission



DU PONT TOURING CAR, BODY PAINTED PEACOCK BLUE, SATIN FINISH, BLUE LEATHER UPHOLSTERY

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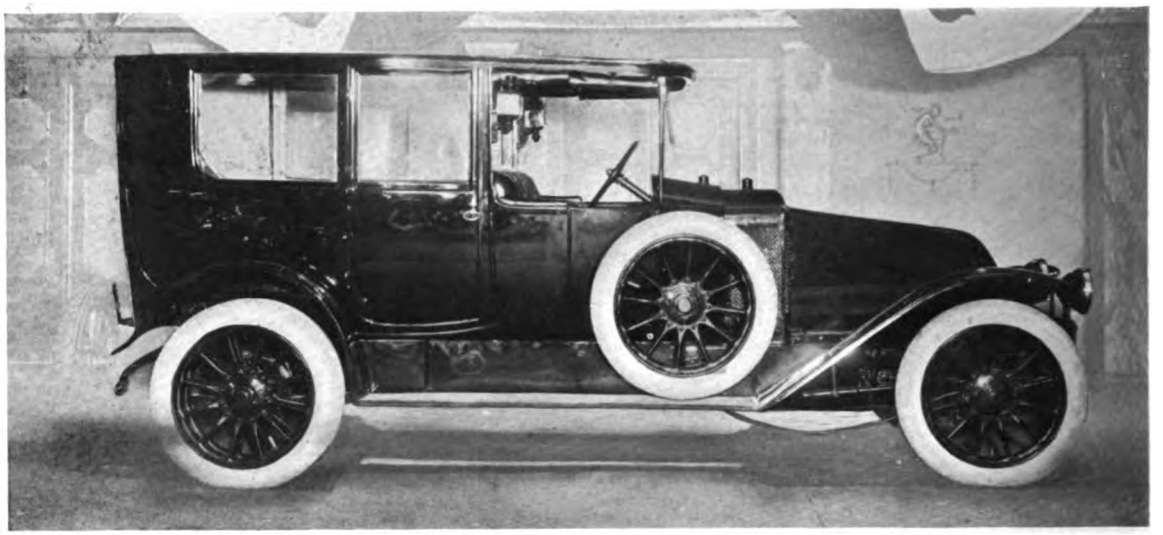
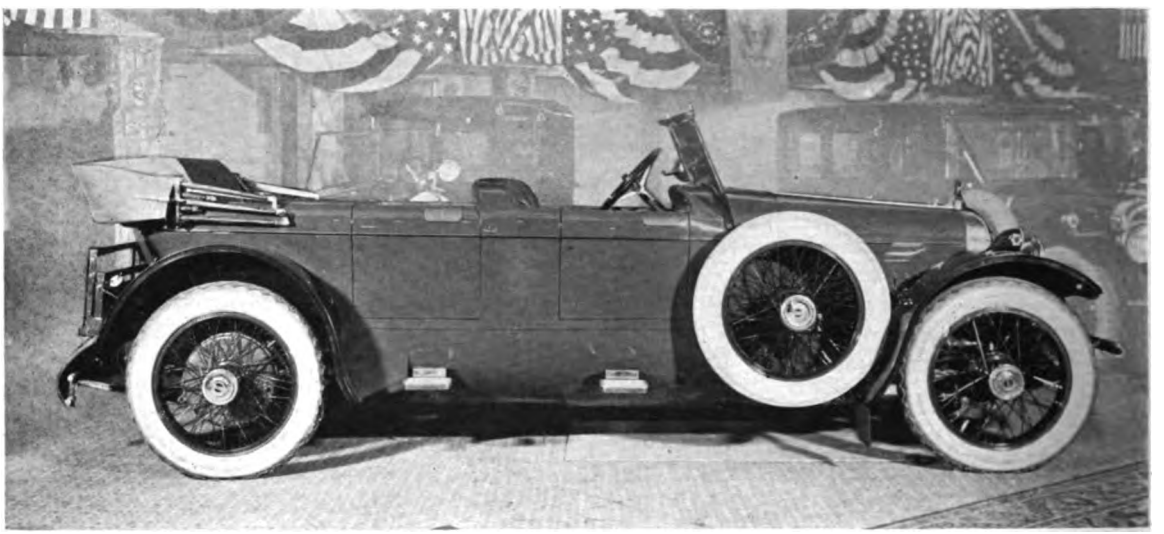
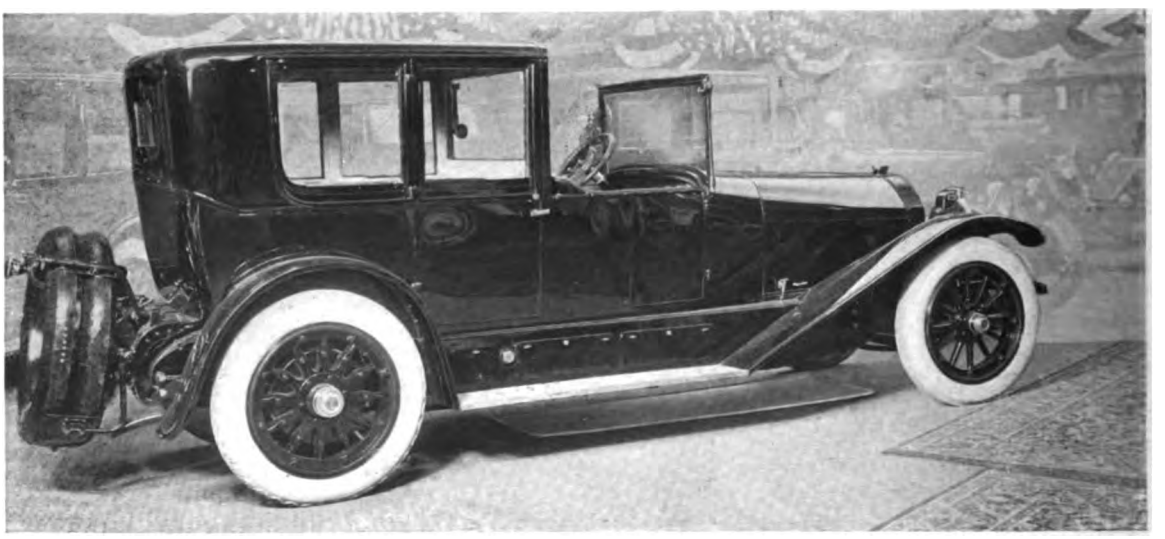


RENAULT LIMOUSINE; AN ESPECIALLY FINE EXAMPLE OF FRENCH COACHWORK



AN ATTRACTIVE CUNNINGHAM TOURING CAR
Note flush sides and absence of running board



CUSTOM COACHWORK FROM THE LOCOMOBILE SHOPS
Interior in a fawn colored fabric, exterior black

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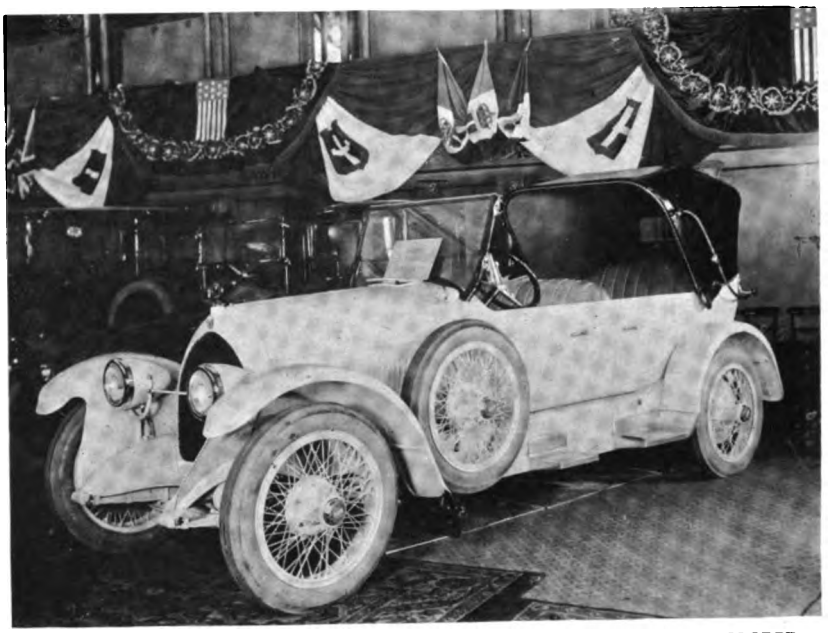
housings, covered by plates easily and quickly detachable.

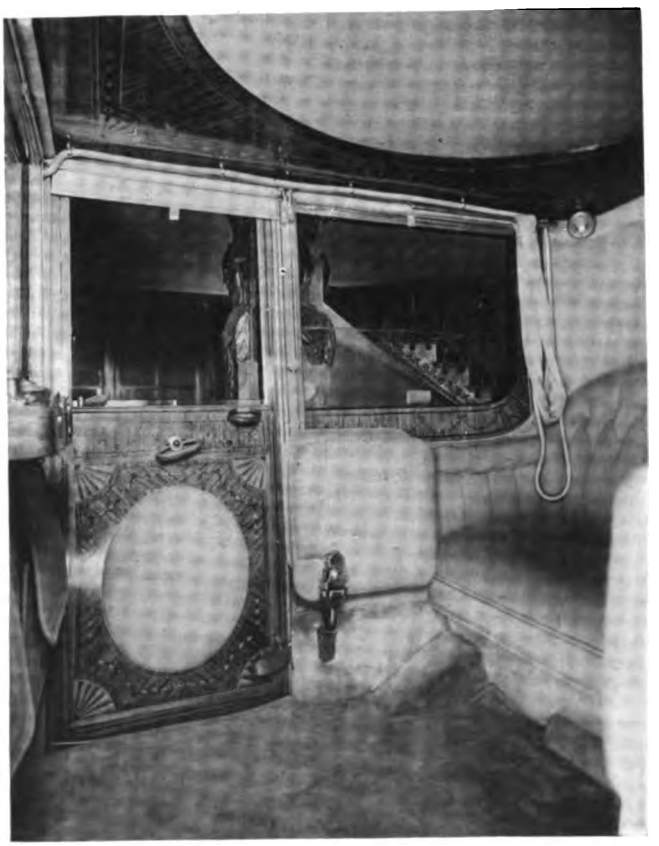
The Renault chassis, another of the French contributions to the exhibition, showed changes in the form of a three-point suspension for the motor, new starting system and the use of a motor of the enbloc type instead of the familiar cylinders cast in pairs. Some very beautiful examples of elaborate coachwork were also to be seen at this booth, including a coupé limousine by Kellner the interior of which was a marvel of the cabinetmaker's art, finished in panels of inlaid wood of light tone.

One of the most attractive and most practical bits of body design was a four-passenger runabout by Brewster on a chassis of the same make. This car, finished in olive drab, had unusual touches from dash to tailboard. It was of the convertible type; that is to say, two extra seats were contained in a rumble. When closed, this rumble had a finish of smooth metal. When opened—the work of a moment, by the way—it converted into a comfortable seat for two, with detachable, upholstered back and folding apron which made things snug under foot. By detaching the front of the carpet in the improvised baby tonneau made by opening the rumble, a very neat and rigid top for the front seat was disclosed, folded down in a boot. The comfort of the driver had been carefully thought out in this car, the starting and control switches, of exclusive design, being carried on a metal block mounted right at the fingers' ends on the steering post. On the left of the front compartment, below the dash, the speedometer dial was mounted at an angle, securing what the nautical folk would call high visibility. The whole design was both chic and intensely practical and showed evidence of careful study of the actual requirements of the road.



RE VERE TOURING CAR IN LIGHT BUFF, UPHOLSTERED IN CHAMPAGNE COLORED PIGSKIN, BLACK VICTORIA TOP
It was announced that this car had been purchased by the King of Spain

A DANIELS INTERIOR
Note latticed ceiling, foot cushions and new lighting arrangement



INTERIOR OF RENAULT TOWN CAR
The inlaid wood paneling and the beautiful upholstery were features of this model

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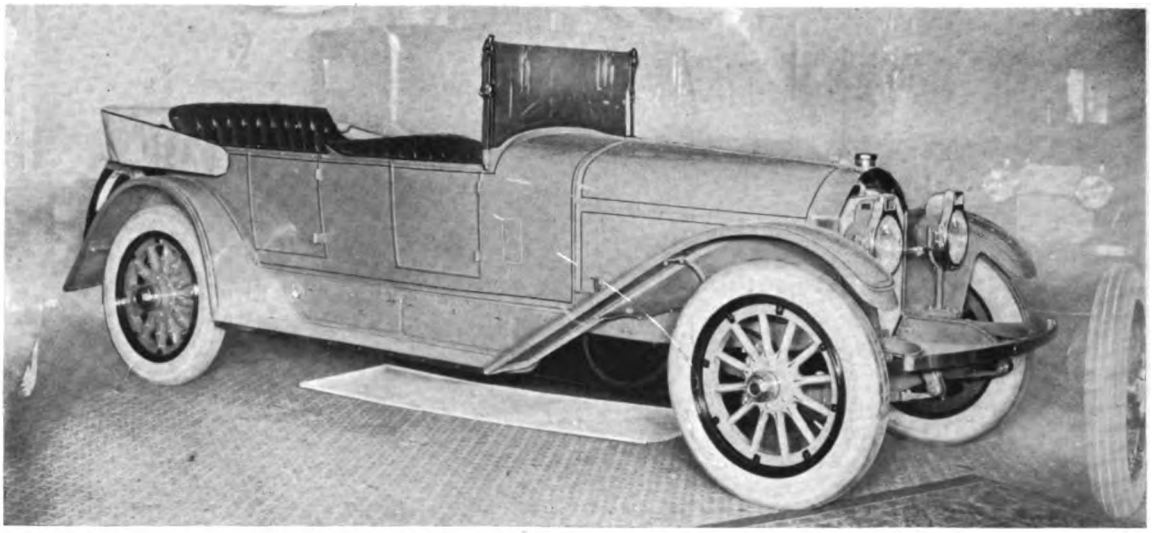
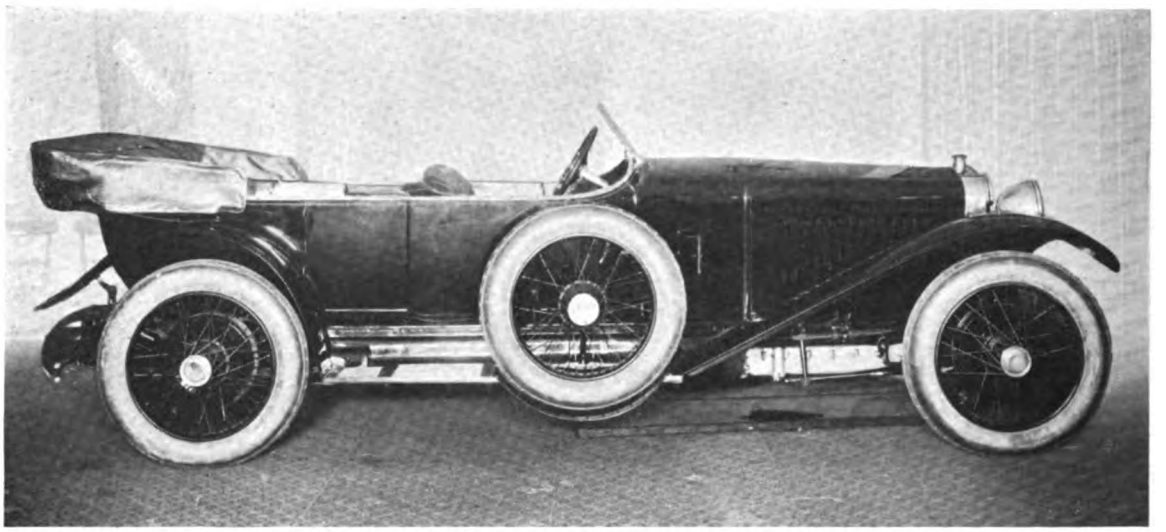
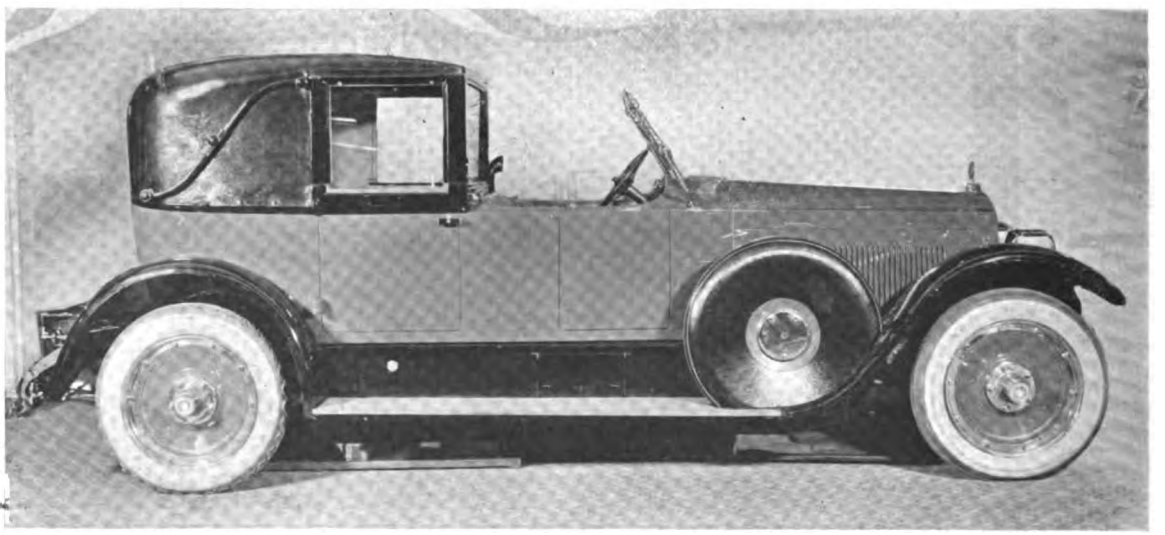


THIS LIGHT BLUE LOCOMOBILE TOURING CAR WAS A CENTER OF ATTRACTION



THE DELAGE TOURING CAR

Finished too late for the Paris Salon, it was hurried to New York and won a great deal of attention



AN EXAMPLE OF FLEETWOOD COACHWORK ON A PACKARD CHASSIS

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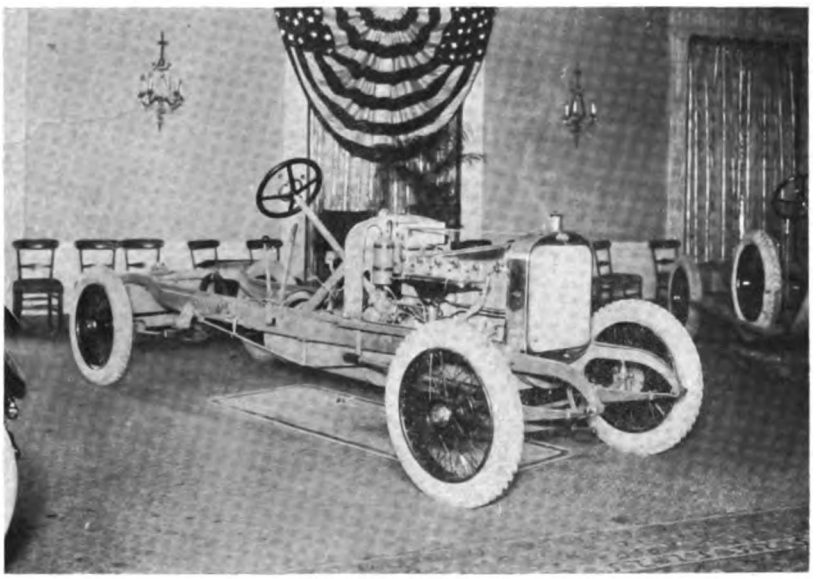
BREWSTER SEDAN
Double windshields and a leather sunshade were notable changes from former models

a distinct improvement was the placing of the moto-meter dial on the extreme right of the instrument board, a location in which it was much more easily legible even than in the usual practice, when it is mounted on the radiator cap. This chassis was one of those to employ a four-cylinder motor of powerful and clean-cut type. The open bodies shown had the flaring sides of the modified boat type with beveled edges, while the closed bodies were notable for an impression of great length and size, partly accounted for the extremely high hood and long cowl.

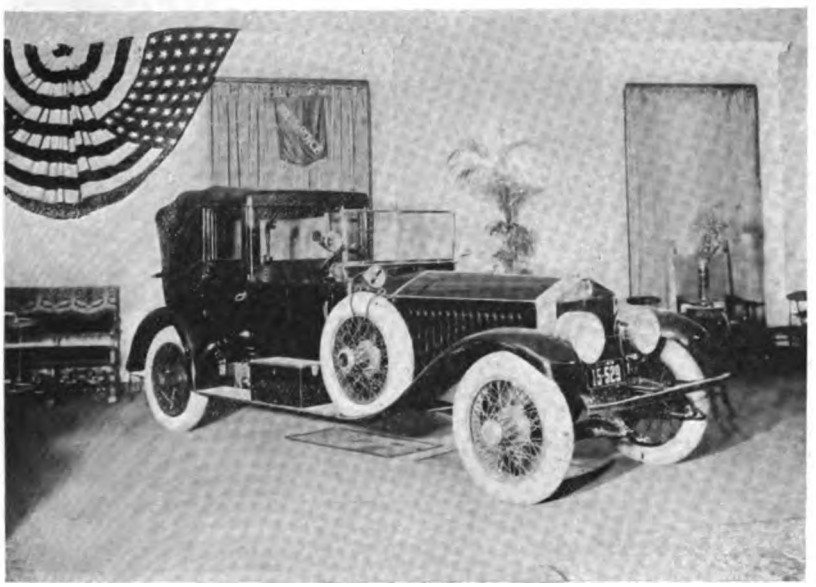
Another of the four-cylinder cars to make its bow at this Salon was the Du Pont; a chassis of no little interest, marked by workmanlike attention to detail; such, for instance, as the bringing of heated air from the exhaust side to the carburetor side, directly through the motor, and the consequent ban-

The placing of instrument dials at unusual and highly convenient points was to be noted in at least two other cars at the exhibition. In the Meteor four-passenger sporting model —a rakish and alluring piece of design all through, by the way—the speedometer dial was set into the toe board, in immediate juxtaposition with the accelerator; a position where it fell naturally and instinctively under the driver's eye. The ammeter dial was set, under an instrument light, far under the deep cowl, at once well out of the way and readily visible. In this car also the electric cigar lighter was placed in novel and intelligent fashion. It was let into the back of one of the front seats. There one could light cigar or cigarette, even if the car were traveling at speed, quite in shelter from the wind.

On the Porter car, a newcomer this year,



THE SUNBEAM CHASSIS
Post-war model of one of England's leading manufacturers



A ROLLS-ROYCE BROUGHAM

ishment of flexible tubing and like devices. A four-speed transmission is used on this car, and on a sufficient number of other cars shown, it may be said in passing, to mark a distinct trend in the direction of this type. A four-passenger open body was shown on the Du Pont which had lines of real distinction and charm.

Lines of great symmetry and balance were notable also on the open models of the Revere. The treatment of the radiator and its blending into the hood were particularly effective. An exceptionally attractive "job" at this booth was a sporting model which had been purchased by one of the most sportsmanlike of Kings, Alphonso XIII of Spain. This car was of a very sunny yellow color and the upholstery was in pigskin, making a tonal scheme as unusual as it was attractive.

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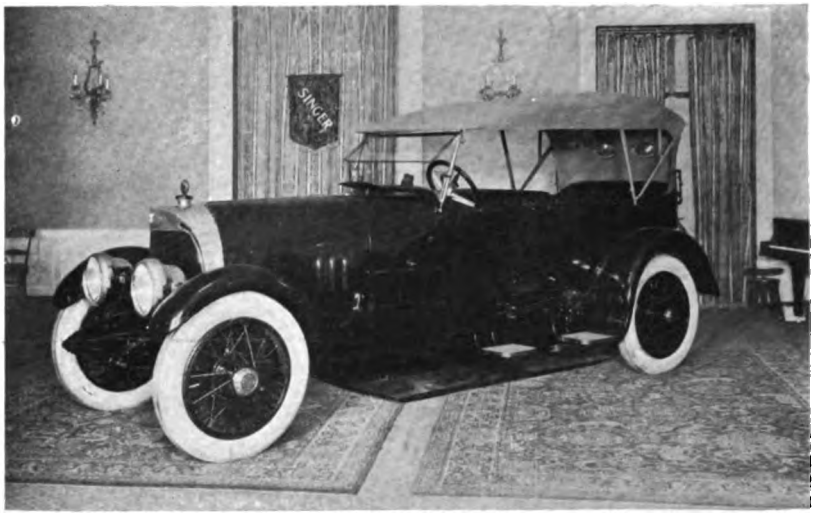
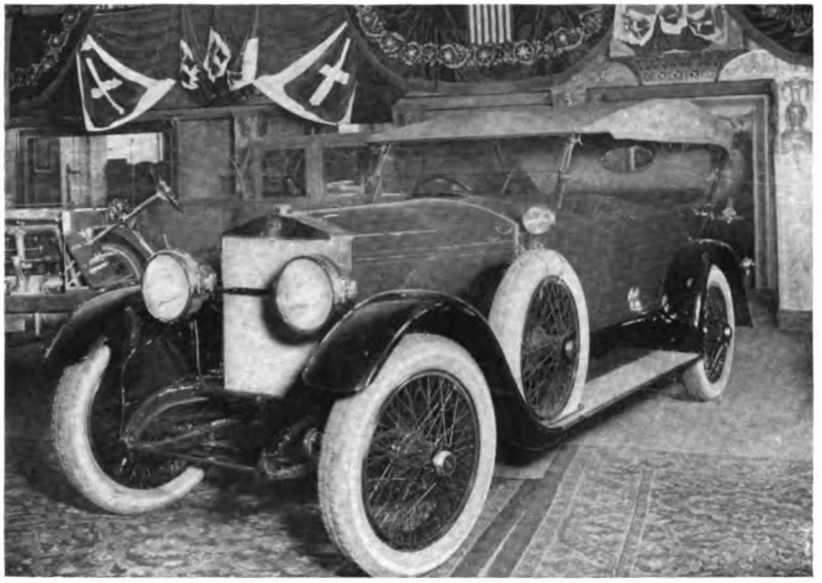
One of the practical lessons of road driving that had been turned to account by the designer was exemplified by the Daniels eight touring limousine. Above the sloping windshield a permanent sun shield of excellently rigid construction, covered with bright finished leather, projected. This forward extension of the roof line, as it were, was by no means unpleasing in effect and its practical value could be readily appreciated by anyone who had known the discomfort of a long drive into the late afternoon sun. This body also showed a spacious and elegant interior, the space below the dividing and adjustable glass which separated driving compartment from tonneau being finished in mahogany lockers and even the arm-rests having small compartments in them.

Another very rich interior was that of a Cunningham limousine. It was finished in a flowered brocade in dull browns and pinks which gave a warm, if somewhat elaborate, effect. On another chassis of this make was a very handsome four-passenger open model in deep tobacco brown which harmonized wonderfully well with nickel finished metal parts. The chassis itself is without radical change in any particular.



THE SINGER TOURING CAR
The pointed radiator is one of the outstanding features of this make. A small rack on the side for suit cases proves a great convenience when touring

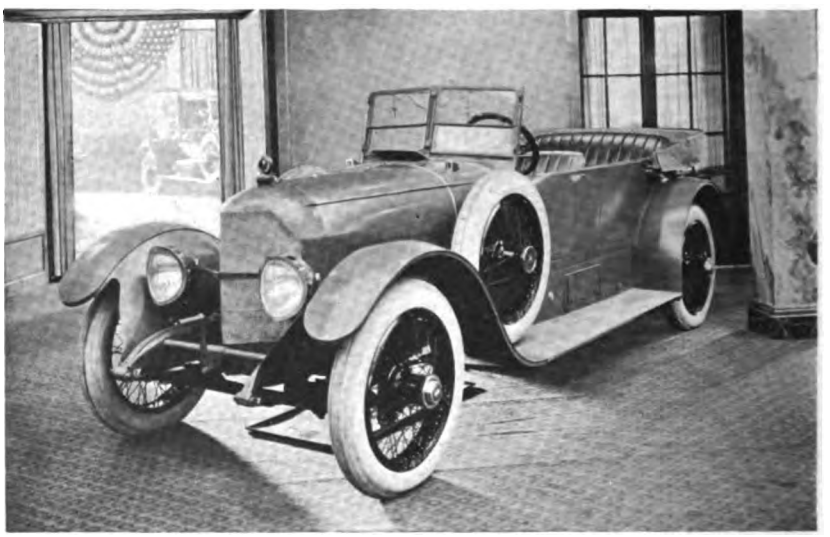


PORTER TOURING CAR, ITS APPEARANCE PROPHETIC OF STRENGTH AND SPEED
The concave sides are a new feature in body design

Four-passenger models of the so-called sporting type were represented at many of the booths. One of the striking cars of this description was a Singer, finished in dark blue. The body shown had steps instead of running boards and a convenient small folding rack just ahead of the front step for carrying suit cases.

Among the representatives of England's motor car aristocrats at the show were the Sunbeam, with its wonderfully workmanlike, four-speed chassis, full of practical niceties, such as positive and accessible brake adjustments, and the Rolls-Royce, showing no change in chassis design but some superbly harmonious bodies of the collapsible brougham type.

The showing of the body builders was most interesting and meritorious, including a blue brougham by Fleetwood on a Packard chassis which was symmetry personified. An interesting body by Rubay on a Marmon chassis was a four-passenger, inside drive, having separate leather chairs in the rear compartment and an interior finish of natural wood and cane work. It had three doors. Brooks-Ostruck showed a dignified and pleasing touring type on a Packard chassis, finished in warm gray with darker door mouldings in the curves of which lay a strong reminder of the coach of other days.



THE METEOR TOURING CAR
The pointed radiator is matched by pointed lamps and windshield, with just a suggestion of the same effect in the fenders

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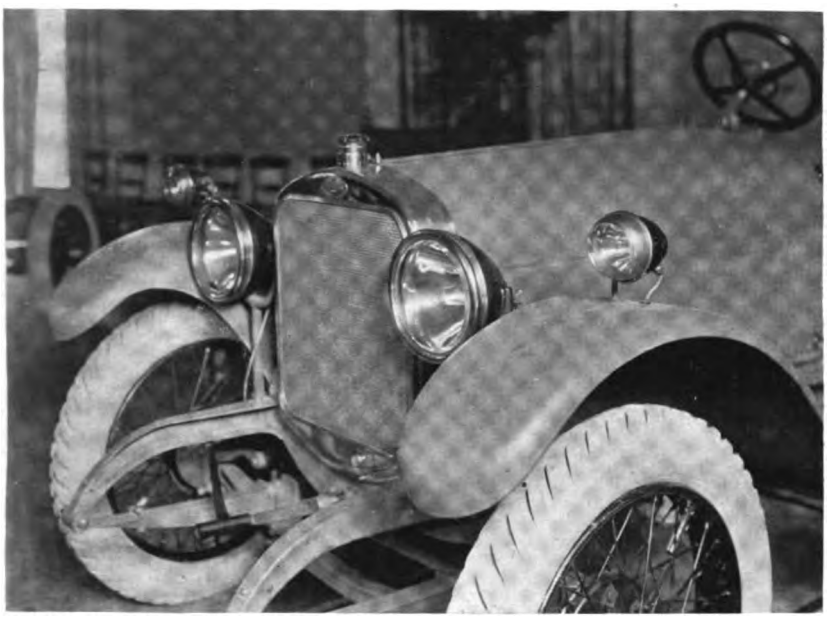
Newly developed details on cars exhibited at the Salon November 17-22

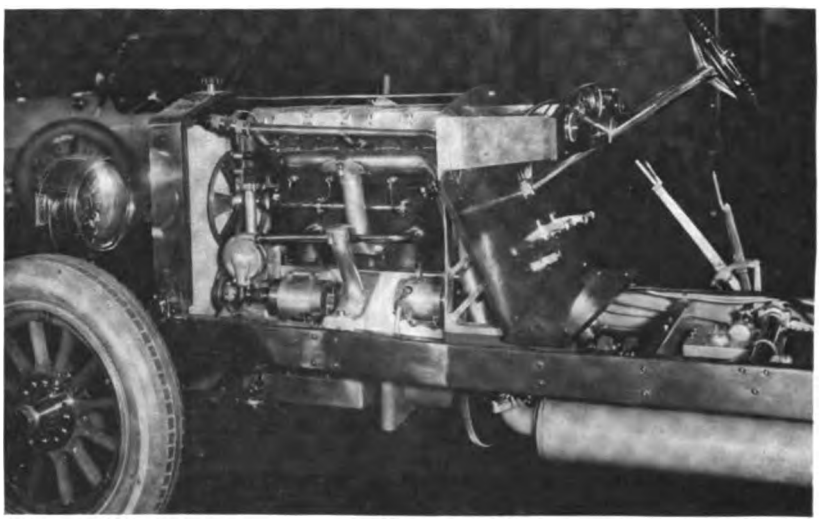
NEW INSTRUMENT BOARD ON THE BREWSTER MODELS



UNIQUE SIDE LAMPS ON FENDERS OF THE SUNBEAM

INTERESTING EXAMPLE OF RUBAY COACHWORK
Sedan interior in plain wood, latticed ceiling, individual Pullman chairs

ON THE DE LAGE CHASSIS
A feature that attracted much attention was the four-wheel braking system. Our illustration shows a drum on the front wheel



POWERFUL MOTOR ON THE PORTER
Enclosed spark plugs were among the numerous interesting details

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Going South by Motor

O. M. Wells, Chief Roadman for the Club

IN general, the roads are much improved as compared to previous years, but there are a number of stretches that still remain poor, especially in wet weather. Motorists from New England should run to New York, then to Philadelphia via Trenton. From Philadelphia to Washington it is advisable to go over the Baltimore Pike through Lansdowne, Media, Rising Sun and Conowingo to Baltimore; from this point use the direct route to Washington. For some time there has been a long, poor detour at Rising Sun, but from recent information the detour has been shortened and it now goes over a road that has a fair surface. Progress has been made in the repair work on the route from Wilmington to Baltimore, and it is expected to be entirely completed and open to travel before next year's touring season.

Motorists from northern New Jersey and western Pennsylvania can run through Easton, Reading and Harrisburg to Gettysburg, then through Frederick to Washington. Much construction has been going on all summer on the above route, and at the present time there are some stretches still unfinished where detours may be necessary. Motorists from the Middle West north of the Old National Trail will get the largest percentage of hard surfaced road by following the Old National Trail all the way from Indianapolis through Springfield, Columbus, Wheeling, Cumberland, Hagerstown and Frederick to Washington. It is not advisable to go down the Shenandoah Valley, although the roadbed is in excellent condition to Staunton; however, from there on it is most difficult to get through at this time of the year over any of the routes—Afton and Lovingston to Lynchburg, Natural Bridge to Lynchburg, or Roanoke to Martinsville.

Motorists from Chicago and northern points should run south to Indianapolis, also from South Bend; from Detroit through Toledo and south to Columbus; from Cleveland through Akron and Canton to Wheeling. From Pittsburgh it is preferable to run to Washington, Pa., then over the National Trail through Hagerstown to Washington, D. C. From Washington to Alexandria the route is all hard surfaced in good condition. A new concrete road eighteen feet wide was built last year between Alexandria and the Military Reservation at Accotink, a distance of eight miles. From there on through Occoquan to Dumfries the road has been much improved and graded with a gravel top dressing. There is a new concrete road for three miles across the worst part of the Chopawamsic Swamp and the balance to Fredericksburg is in fair condition, with the exception of about two miles approaching the bridge across the Rappahannock River. From Fredericksburg to Richmond is about 75 per cent. fair gravel with some rough stretches. Between Richmond and Petersburg the road is under construction and the detour (which is only five miles longer) runs almost parallel, over a fair gravel surface. The run from Petersburg to Durham offers many rough and rutted stretches with now and then long sections of fairly smooth surface; it is passable all the way.

From Durham there are two routes for Florida. The coast line via Pinehurst, Columbia and Augusta, and the interior route which runs from Durham through Greensboro to Charlotte, Greenville and Macon. Road conditions over the coast line are as follows: Construction is now going on between Durham and Raleigh which necessitates a detour that has a number of poor stretches; the balance of the run to Pinehurst is good in general, with the exception of a few stretches that are rough and rutted. Conditions are very fair between Pinehurst and Cheraw, but rough and, for the most part, unimproved surface will be found to McBee. The scraping and repair work is now under way on the balance of the route through Camden to Columbia and should offer very fair going. The new bridge crossing the Wateree River at Camden is about completed and should be open for travel in February. In the meantime a ferry is operated for about twelve hours each day. From Columbia to Augusta the first twenty-five miles south is in very bad shape at present; it is the poorest stretch encountered thus far, but the balance of the run into Augusta has been much improved since last season. Convicts have been working on the portion between Aiken and Augusta, making an enormous "cut and fill" to eliminate a poor stretch that has always been a menace to motorists.

The Club received word from the Station Agent at Darien to the effect that the Georgia Coast and Piedmont Railway has discontinued transferring automobiles across the Altamaha River to Brownsville; this makes it impossible for an automobile to run from Savannah to Jacksonville via Brunswick.

Motorists on reaching Augusta should not go south through Sylvania to Savannah, but instead should run from Augusta through Thompson and Milledgeville to Macon, then south through Perry, Hawkinsville, Douglas and Waycross to Jacksonville. Ten thousand dollars was recently raised by public subscription to make temporary repairs at one or two of the worst places near Waycross; this will make travel somewhat better, but much rough road will still remain on the Waycross route. There is another way to go from Augusta to Macon by running south to Waynesboro, then west through Davisboro and Milledgeville. Many motorists prefer the interior route by turning west at Durham and running through Greensboro, Salisbury, Charlotte, Spartanburg, Greenville and Athens. From Athens the direct route through Milledgeville can be taken; this is in fair condition. Another available route continues from Athens via Atlanta. The interior route is in fair condition most of the way, with now and then a short rough stretch. As a whole, it can be traveled without difficulty.

The Chimney Rock Route from Salisbury to Asheville is in good condition. A great many motorists continue south from Macon through Valdosta and Madison, then through Live Oak to Lake City and over to Jacksonville. Motorists desiring to reach the west coast continue south from Lake City through Gainesville, Ocala, Dunellen and Dade City to Plant City, then west to Tampa and the west coast. On this route there are some long stretches of heavy sand, but the remainder, about half, is quite fair. There are also sandy stretches between Madison and Jacksonville.

On the east coast the eighty miles of brick surface between Jacksonville and Daytona has become quite rough and uneven. Convicts are now working on some of the sections which have been very bad; the brick is being relaid and will soon be much better. About fifteen miles of rutted, unimproved road will be found after running off the brick on the way to Ormond; the remainder of the surface all the way to Miami is in quite good condition and makes a very enjoyable motor trip.

On the trans-peninsula route between Daytona and Tampa a short

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section is under construction, just before reaching Deland, and another just beyond Kissimee. There is a fair road from New Smyrna to Sanford. Bridges have been built across the Indian River to Merrit Island from Fort Pierce and from Cocoa. There is a new bridge across Biscayne Bay from Miami to the ocean.

The deep sandy roads are gradually disappearing in Florida. A great many miles have been hard surfaced in the last three years, and if progress is continued at the present rate all the trunk lines will be in splendid condition within the next two years.

Chile Offers Field for American Advertising

There is an opportunity in Chile to put to good use America's unrivaled power in advertising. Trade Commissioner J. W. Sanger, investigator of the advertising situation in Latin America for the Bureau of Foreign and Domestic Commerce, Department of Commerce, states in a report issued today that in Chile alone of the West Coast countries, the dealers and importers are beginning to realize the economic function of advertising.

"At present Chile is passing through a transition period as regards both advertising and merchandising," says the report. "It has not wholly broken away from the old method whereby a small group of strong importing commission houses practically controlled the entire business of the country. These importers used advertising in only a perfunctory way, depending more upon their acquaintance with the trade and their ability to extend credit suitable to the buyer. They have buying offices established in all the important buying centers, particularly in Europe, and the consumer found them willing and eager to extend credit on anything from a plow or typewriter to the entire equipment for a factory.

"Having been established for generations, and having filled a want that was met in no other way, they came to occupy a place of marked influence. Today, however, the smaller merchants are coming more and more to buy direct from the factories, placing their orders with the salesmen who make regular visits, or with American houses that have established branch agencies."

Whereas, formerly, the dealers were sceptical of the wisdom of the huge appropriations made by American manufacturers for domestic advertising, there is now among them, especially among the importers of such lines as automobiles, an enthusiastic acceptance of advertising as a means of reducing selling expense.

Measures Needed to Reduce Accidents

"There is an urgent need for a 'Personal Responsibility' drive in this State to cut down the automobile accidents," said Secretary of State Francis M. Hugo in a recent speech.

"We are facing a situation which shows an increase of 200 deaths from automobiles each year in New York. By the close of 1919, if the present ratio is maintained, the annual death toll will reach 1,500 lives. During the month of September last, in New York City alone, sixty-four persons had their lives snuffed out in this way, representing an increase of 60 per cent. in the automobile fatalities over the corresponding month of 1918. Great battles are won by a realization of personal responsibility. Here is a battle against carelessness, in which human lives are at stake. We must turn back the automobile accident curve by personal responsibility, brought home to every motor car owner and driver."

Mr. Hugo spoke on the tremendous expansion of the automobile industry, in spite of the recent world war. "This is the day of the motor truck. The United States Government opened our eyes to its practical utility in the transportation of goods cross-country, and the 'Ship by Truck' movement has been launched as a result of this successful war experiment. No one can prophesy the limits of its development commercially. It is estimated that more than 400 million tons of farm products will be hauled to American markets on the motor trucks this year. Its adaptability to almost every phase of business life is being demonstrated every day. Different States have already made it an integral part of their regular transportation systems. Why not New York? The transportation problem is directly connected with the high cost of living. Let the motor truck bring it down."

"One of the most pressing problems for the organized automobilists to solve today is the theft of automobiles. We must study this subject critically and intelligently and apply some drastic remedy. Three things to be desired in this connection are (1) making more absolute the identity of every automobile, (2) requiring concrete evidence of ownership before allowing registration and (3) the enactment of more stringent penal legislation against automobile thieves."

British Government Modifies Import Restrictions

DATING from September 1, 1919, the restrictions against the importation of automobiles into the United Kingdom which have been in force hitherto, were finally removed, according to the report of the Prime Minister's outline of the British Government's Trade Policy, recently made in his speech in the House of Commons.

The result of this will be that, as the limitations to the number of automobiles that may be imported into Great Britain are lifted, American firms will now be able to keep their British Agencies busy and the British motoring public will have the benefit of a more generous supply of automobiles as soon as they can be shipped from the United States.

It should be understood, however, that the war-time prohibitive measures now done away with do not include the customs duty. This is a more or less permanent regulation and is one of several particulars in which Great Britain has been induced by circumstances to abandon her previous no-tariff policy of "splendid isolation," and to adopt a fairly high protective customs duty against luxuries. In British Government circles automobiles are still officially regarded as luxuries! The regulation requiring an Import Permit to be secured before cars can be shipped also appears to have been rescinded.

On automobiles imported into the United Kingdom for sale, a duty of 33 1/3 per cent of their value, plus the cost of ocean freight, must be paid. Pleasure cars shipped for touring purposes only may now be imported under the Triptyque system, which has proved such a boon to motor tourists in other European countries. Under this system the amount of customs duty is deposited by members with the Automobile Club of America and the necessary customs documents are procured in advance to admit the automobiles into the country without payment of duty or other trouble when landing in England. Provided the car is brought out of Great Britain within twelve months and the Triptyque is surrendered to the Club, properly stamped by the British Customs Officials proving export, the deposit is returned to the member in full. Of course, in the event of a machine originally imported for touring being sold in England, or not re-exported within the prescribed time, the customs deposit becomes forfeit and must be paid over to the British Customs.

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The National Automobile Show, January 3d to 10th

Transportation Conferences at Eighth Coast Artillery Armory

THAT the New York automobile show will constitute a more complete exposition of the automotive industry than ever before in the history of these exhibitions is apparent from a statement issued by S. A. Miles, Manager of the Show, that there will be on display eighty-five different makes of passenger cars, sixty-three of motor trucks and 284 accessories.

The New York passenger car and truck shows will be held during the week of January 3 to 10. The passenger cars will be exhibited on four floors of Grand Central Palace, while the truck exhibit will be held in the Eighth Coast Artillery Armory, the largest show building in the United States.

Transportation Conferences

In addition to a most comprehensive display of cars and accessories, a series of conferences on transportation problems has been incorporated in the Motor Truck Division of the Show. These conferences have aroused widespread interest as clearing houses for ideas gained during the war and reconstruction periods and exemplified in new models of cars and accessories on display.

Motor transportation as an auxiliary to the railroad, is one of the topics of special timeliness to be discussed during the conferences. Contrary to the general belief, the motor truck is not competing with the railways, but is aiding the roads to solve a national transportation problem that is really serious. Motor trucks are replacing railroads on the short haul, which has been unprofitable in many instances. It is demonstrating to railroads that it can pick up and haul from the branch receiving stations in and around a large city to the main or outbound station much faster and cheaper than the switch engine.

The truck has a great advantage over the branch line railroad in that it has no expensive initial investment, no payments to be made for right of way, no bridges or grades to construct. If the truck or trucks do not pay, being mobile units, they may be transferred elsewhere.

Utilization of motor trucks for feeders to the main line railways and for short haul work will conserve vast amounts of coal and fuel. It is estimated that 25 per cent. of the coal mined in this country is consumed by the railroads. The railway traffic for a given year was one trillion ton-miles. To transport this tonnage required 100,000,000 tons of coal and 40,000,000 barrels of fuel oil, and of this, 12 per cent. of the coal was consumed for railway purposes. With the construction of terminals and greater use of trucks to feed these and the main lines, the elimination of expensive and impractical equipment will be feasible.

Construction of large capacity trucks, of trailers, and the use of demountable bodies that permit of the truck shuttling back and forth, as well as scientific loading apparatus, spells decreased transportation costs. Motor highway transportation engineers have made rapid progress during the past year and practical demonstration of the devices will be a feature of the Motor Truck Show.

The Eighth Coast Artillery Armory, Kingsbridge Road and 194th Street, where the motor trucks and sundries will be housed, is the largest armory in the United States. It may be reached by subway or elevated road within thirty-five minutes from either Times Square or Grand Central Station. In this wonderful show building exhibitors will for the first time since motor truck shows have been held be able to secure all the space needed. The main hall of the armory measures 300x600 feet, entirely free from posts.

The following makes of passenger cars will be exhibited at the New York Show:

Allen, Amalgamated, American Beauty, Anderson, Apperson, Auburn, Biddle, Briscoe, Buick, Cadillac, Case, Chalmers, Chandler, Cole, Chevrolet, Cleveland, Columbia, Comet, Commonwealth, Crow-Elkhart, Davis, Detroit Electric, Dixie Flyer, Dodge Bros., Dorris, Dort, Elcar, Elgin, Essex, Fiat, Franklin, Grant, Haynes, Hollier, Holmes, Hudson, Hupmobile, Jackson, Jordan, King, Kissel, Kline, Leach, Lexington, Liberty, McFarlan, Maibohm, Marmon, Maxwell, Mercer, Milburn Electric, Mitchel, Moline-Knight, Monitor, Moon, Nash, National, Oakland, Oldsmobile, Olympian, Overland, Owen-Magnetic, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Premier, Reo, Roamer, Saxon, Sayers, Scripps-Booth, Standard, Stanley, Stearns-Knight, Stephens Six, Stevens-Duryea, Studebaker, Stutz, Templar, Velie, Westcott, Willys-Knight, and Winton.

Motor Trucks

The following makes of motor trucks will be exhibited: Acason, Acme, American, Atterbury, Autocar, Bethlehem, Clydesdale, Defiance, Denby, Diamond T., Dodge Brothers, Dorris, Federal, Fulton, Garford, Indiana, International, Jackson, Kissel, Maccar, Master, Maxwell, Nash, Oldsmobile, Oneida, Overland, Packard, Paige, Pierce-Arrow, Reo, Rowe, Schacht, Selden, Standard, Stewart, and Wilson; Brockway, Commerce, Union, Velie, Vim, Walker, Walter, Corbitt, Four Wheel Drive, Kelly, Koehler, Nelson & LeMoon, Rainier, Sanford, Sterling, and Ward.

Townsend Bill Commands Widespread Support

THE Federal Highway Bill introduced into Congress by Senator Townsend providing for the creation of a Federal Highway Commission and the establishment of a national system of highways is a piece of legislation designed to bring about the construction of a national highway system in a reasonable length of time, to coordinate all the highway activities of the Federal Government, and to cause the regular collection and publication of statistics and data on highway transportation, construction and maintenance for the benefit of all the pople.

The Townsend Highway Bill does not in any way interfere with the cooperative plan now existing among the states with the Federal Government. It only substitutes for the Secretary of Agriculture the Federal Highway Commission, which, under the law, is charged with the duty of carrying out the provisions of the Federal Aid Law as now operated, and all other obligations or contracts entered into by the Secretary of Agriculture with the respective states. Therefore the effectiveness of the Federal Aid plan, as is argued by the Secretary of Agriculture, will not be interfered with in the least. The bill has further made it the duty of the Commission to make a recommendation to Congress as to the future operations of the Federal Aid Law after 1921.

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Winter Motoring in Puerto Rico

John J. Cisco, Jr.

Illustrated with Photographic Views by the Author

PUERTO RICO has been often acclaimed as "a paradise for motorists." This is not true, first of all because "there ain't no such place," and also for several reasons which shall appear presently. But, all things considered, the winter tourist with six or more weeks and a powerful, light car at his disposal ought not to regret having decided on Puerto Rico as his playground.

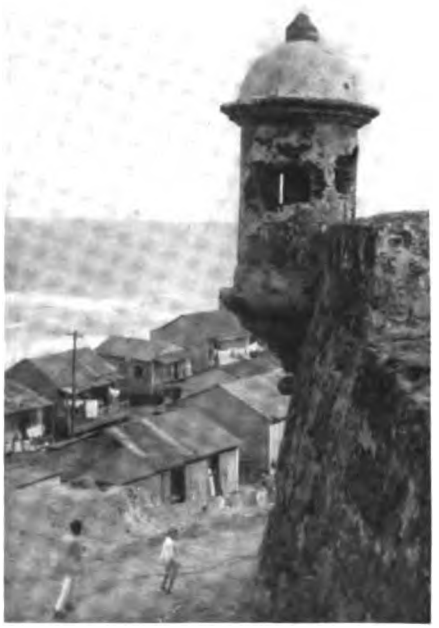
Puerto Rico is one of the larger West Indian islands. It is about four and one-half days from New York on steamers that are good but not really first class. (See Note No. 1 on page 25.) The island is approximately eighty-five miles long and thirty-five miles wide, and it has about 1,000 miles of excellent to fair roads and perhaps 500 miles of passable roads. Fifteen hundred miles of "motor roads"! However, it is no more than fair to say that this mileage is equal to 2,000 miles average New England motoring. This is because most of Puerto Rican driving is mountainous, and because there are short cross routes which enable one to take many "new drives," although driving some of the way over a familiar road.

San Juan (pronounced San Whan) is the principal city and the capital of the island. Here the steamer lands. The city has a population of about 50,000, but it is built on a narrow peninsula, and things are very concentrated. The hustle and bustle of little San Juan has all the atmosphere of a real metropolis. In San Juan there are two first-class hotels: The Condado-Vanderbilt, located directly on the ocean just outside the city in the delightful suburb of Condado; and the Palace Hotel, a lofty, modern structure in the very heart of San Juan itself.

A book might be written (and it might well be an interesting book, too) just about San Juan, with its beautiful plazas, its fine old buildings, its culture and art, and the gay and enterprising Latin-Americans who inhabit it. But we'll mention only a few things the motoring tourist won't find in the guide-books, and then we'll go over some of the roads. (See Note No. 2.)

In passing, to the motorist who has not had experience in shipping his car: Have insurance covering fire, marine risk, breakage and pilfering while en route (Note No. 3); drain the gasoline and water from your car, disconnect your battery ground, and provide a shipping cover for the car; also, tires and supplies cost about 25 per cent. more in Puerto Rico than they do in New York. (Gasoline costs about 60 cents an American gallon.)

On arriving in San Juan the motor tourist should visit the government Automobile Bureau, Intendencia Building, Plaza Principal. Here all arrangements for driver and car licenses may be quickly made—there is no difficulty unless the tourist plans to stay longer than four months (Note No. 4)—then the motorist may return to the pier and drive away his car. There is not much to worry about regarding special motoring regulations for Puerto Rico. A bulb horn must be on every car, and only bulb horns may be sounded in San Juan after midnight, and bulb horns only must be used after dark in all other towns. There are several good garages and supply houses in San Juan: Sanchez Morales & Co.; Petrinoni & Sojo; Panzardi, and The Atlas Co. all seem to be reliable firms.



PICTURESQUE WATCH TOWER, FORT CHRISTOBAL, SAN JUAN

A knowledge of Spanish will be found of great assistance in motoring through Puerto Rico, particularly in the rural districts, but Spanish is not essential. (Note No. 5.) In case of emergency the Insular Police may be appealed to. Local Police Stations will be found in every village in Puerto Rico. The people of Puerto Rico are very "law-abiding," and the percentage of crime per capita is extremely low. The visiting motorist will never be molested even in the most remote sections of the island; such occurrences as "motor hold-ups" are absolutely unknown in Puerto Rico.

Colonel Shanton, the Chief of Insular Police, is a most cordial and likeable American gentleman whom all visiting motorists should meet as soon as possible after their arrival. "The Colonel" can be found every morning at Police Headquarters, San Juan. He is a perfect wealth of good nature and reliable information. "The Colonel" is always glad to arrange for informal introductions to Governor Yeager. The Club members visiting Puerto Rico will miss something worth while indeed if they neglect this opportunity to meet genial Governor Yeager and spend a short time with him in friendly chat in his picturesque old Spanish mansion, popularly known as "The Governor's Palace." The Governor himself is very fond of tennis and sea bathing, and it is quite likely that American motorists who call at "The Palace" will be asked by the Governor to visit his Country Club on the beach at Condado, near San Juan, and to use his golf links near El Morro. (Note No. 6.)

From San Juan there is one famous but, on the whole, hardly justly famous, route across the island to the city of Ponce (pronounced Ponsy); this route is called The Military Road. It is the one and only drive taken by most American winter tourists who leave their ship at San Juan and motor over to board her again at Ponce. It is a very well-worn route, incidently so from the countless glowing and most extravagant descriptions that have been published about it, and more particularly from daily pounding by a line of motor omnibuses (called guaguas) which carry passengers and freight between San Juan and Ponce. So I refuse to describe the Military Road—except that for us "once was enough."

There are three routes out of San

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Juan which avoid the wild traffic along the Military Road. And let me say here that the average Latin-American, when he drives an automobile, seems to experience some psychic thrill unknown to us phlegmatic Anglo-Saxons. I have known many Puerto Ricans who were charming fellows on foot who became "road mongrels" the minute they took the

THE "GOVERNOR'S PALACE" AND GARDENS IN SAN JUAN

wheel—and they simply couldn't help it. It's racial psychology, and we'll not discuss that here beyond saying that it's a fact. So have yourself and car "insured up to the hilt" before you tackle the Military Road. (Note No. 7.) Six wrecks a day between San Juan and Ponce is the average, so we were told.

One way to avoid the Military Road is to drive the car on the wheezy old ferry running from San Juan across the harbor to the poor little suburb of Catano (pronounced Cat-tan-yo), and drive thence along the North Coast Road, of which more anon, to Mayaguez (pronounced My-ah-gwez) via Arecibo and Aguadilla. A possible difficulty with this ferry exit from San Juan may be that one's schedule will not jibe with the ferry departures which are only three times daily each way. In this case one can drive out to Santurce (only five miles over the Military Road) and take the new causeway to Bayamon, and thence along the North Coast Road to Mayaguez.

One may turn south at Bayamon and climb up through the wild and beautiful Comerio valley past the Comerio falls and great power plant, and on to the delightful little mountain village of Barranquitas. Passing through Barranquitas (Note No. 8), one joins the Military Road near Aibonito, at the point of greatest beauty along this ancient highway, and at an altitude of nearly 3,000 feet. This is Aibonito Pass.

Here one may switch off the motor, and using the compression with alternate hand and foot brakes coast easily for several miles down, down, down around great serpentine curves, along steep precipices, to the little mountain village of Coamo. A short distance from the top of the pass one comes suddenly upon a perfectly superb view of the great, deep Coamo Valley. In the distance lies the Caribbean Sea, a hazy gray-blue, with Muertos and Berberia islands on the surface of the sea like the shadows of some lazy drifting clouds. Here the camera-fiend will bark his shins scrambling to the best place "to take it all." Now on again down to the typically Spanish village of Coamo, and further, about three miles (Note No. 9), leaving the Military Road, fording the Coamo River, and then a short run over a good road to the Coamo Springs Hotel—the only good country hotel in Puerto Rico.

The third way to avoid the congested Military Road out of San Juan is to go to Rio Piedras via Condado and Camp Las Casas, and from Rio Piedras turn east along the Carolina Road. Then for a swim and picnic luncheon at Loquillo Bay, where lies the most beautiful beach in Puerto Rico. The little town of Loquillo is just beyond at the foot of El Yunque (the anvil), so called from its shape, the highest mountain (about 6,000 feet) on the island. (Note No. 10.) El Yunque is a most imposing mass with the small village clinging to the mountain base just where the ocean shows three rows of roaring white breakers like the bared teeth of a hungry animal. A wondrous meeting of mountain and sea with struggling humanity squeezed in between!

On once more through Loquillo village to Fajardo, where one of the largest sugar mills is located. Fajardo is also the point of embarkation for Culebra and Vieques islands, two little dependencies of Puerto Rico, each having a few inhabitants. Unfortunately, the boat and hotel service is poor, and the trip is not worth making at present.

From Fajardo to Humacao, the seat of the native basket and hammock making industry, the road follows the coast, still at the foot of El Yunque. The country is rolling, and the road surface is good, dirt and macadam alternating, and occasionally there is a fording to be negotiated. This can almost invariably be done on second speed with ease, but after unusual rains one should be cautious about some of the fordings. (Note No. 11.)

After passing Noguabo Playa (one should avoid the road leading to Noguabo village and turn sharp left at sign post) and just before coming to Humacao Playa there is one of the finest and largest cocoanut groves on the island. One comes upon it as if by surprise; here the road has been cut through the palm trees and a perfect frame has been made for an enchanting view of Vieques Island and Punta Aranas, where the Atlantic and Caribbean meet. The water is the deepest blue and brilliantly sparkling, and in the foreground is a graceful bridge over a stream which empties into the ocean through a delta. It is a spot of great charm.

At Humacao one either returns to San Juan via Caguas or pushes on to Guayama (Note No. 12) for the night. From Humacao to Yabucoa the road is uninteresting to the tired motorist, the surface is good dirt and broad, but not so from Yabucoa to

THE CARIBBEAN SEA FROM THE SOUTH SHORE ROAD

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Maunabo. Between these little towns one climbs nearly two thousand feet, and coasts down to sea-level again. It is foolish to push on from Humacao unless this climb can be made by daylight. In the first place, it is the finest coastal scenery on the island, and secondly, it is not a very safe climb to make for the first time, tired and in the darkness—the road is narrow and the turns are sharp, and off the road means a drop of several hundred feet.

STATUE OF PONCE DE LEON AND CATHEDRAL OF SAN JOSE
The new day in Puerto Rico is evidenced by the American naval uniform, and the urchins at baseball. Mr. Cisco, our author, is seen on the left of the picture.—Ed.

Beyond Maunabo there is a glorious bit of coast driving comparable to that on the eastern end of Jamaica —palm groves growing down to the wash of the Caribbean with foaming breakers on a coral reef showing dazzling white against water that seems too blue to be real,—all framed in countless rare vistas through the palm groves!

From Guayama to Santa Isabel the road suggests the eastern end of Long Island, and affords a chance to make good speed. It follows the coast across the alluvial plain of the Sierra de Cayey. There are some good views of the distant mountains, and in the afternoon particularly the moisture from the sea forms beautiful clouds about the summits, and as these clouds are absorbed by the warm air across the range other clouds keep forming until perhaps a heavy shower dissipates them all for a while, and then the process begins again.

At Santa Isabel one may turn north through a sugar plantation over a poor dirt road to Coamo Springs. This road is only eight miles long and on the whole not very bad, while it is thirty miles around to Coamo Springs via Ponce. Ponce (Note No. 13) is about ten miles from Santa Isabel.

Ponce is the second city of Puerto Rico, with about 30,000 inhabitants. It is totally different geographically from San Juan in that it is built on a flat plain while San Juan is on a rocky promontory. The chief center of interest for the tourist is usually the public market (before eleven o'clock in the morning), and the ladies will find the Puerto Rican drawn-work done somewhat better at Ponce than elsewhere on the island.

From Ponce there are three routes back to San Juan, not counting the Military Road, and the coast road via Fajardo or alternately via Humacao. Two of these routes are the finest drives in Puerto Rico. These two are the Ponce-Arecibo Road and the Guayama-Cayey Road. The most magnificent scenery and the most wild and thoroughly characteristic on the island (Note No. 14) is to be found on the Ponce-Arecibo Road. This route leads through the very heart of the island, over the Cordillera Central, crossing virtually three separate ranges. It is an arduous trip, but well worth the effort. The mileage (about 130 to San Juan) gives no indication of the "real" distance. An early start is essential, if one wishes to take time to enjoy some of the great beauty of this ride. At Arecibo there is only a miserable third rate native hotel, and so one must push on to San Juan. The North Coast Road is uninteresting except for several thousand acres of curious little conical sugar-loaf hills between Toa Alta and Bayamon, but this road will be very pleasing to the driver after the countless turns and almost endless gear shiftings on the beautiful, mountainous Ponce-Arecibo Road.

The second best route from Ponce to San Juan is via Guayama and Cayey. This road leads over only one great pass, but the pass is over three thousand feet, and it is a run that one is not apt to forget. The road surface is splendid all the way, and the turns well made and graded, except for a short distance near Guayama at the beginning of the climb. This route to San Juan is considerably shorter than the Ponce-Arecibo Road and is really not comparable to the former route, because it is so much shorter and more traveled. The Governor's summer cottage is situated at one of the most beautiful places near the summit of the pass overlooking the great, deep, verdant valley and far below the tiny red and white dots of little villages on the plain, beyond, lies the shimmering, deep blue Caribbean Sea.

The longest route from Ponce to San Juan is via Mayaguez. The most practical plan for this trip is to make the best of the worst of it and spend the night at Mayaguez. This makes it possible to visit the famous mill of the Puerto Rican sugar barons, who control the bodies and souls of several thousand Puerto Ricans at Guanica (sign turn left near Yauco), and continue on to Mayaguez in the afternoon. The road to Mayaguez is dirt and macadam with a few rough

THE FAMOUS "MARINA" OR WATERFRONT OF SAN JUAN

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stretches, and is without unusual beauty or particular interest.

The city of Mayaguez is ill-fated, having been more than half destroyed in a series of earthquake shocks in October (1918), following which there was some real suffering from hunger, and very recently they have had there a disastrous fire.

THE AUTHOR'S LITTLE COTTAGE ON THE BEACH AT CONDADO

I am sure that Colonel Shanton or Governor Yeager would be glad to give a member of The Automobile Club of America a letter of introduction to Dr. David W. May, of Mayaguez. Dr. May has charge of the United States Agricultural Experiment Station of Puerto Rico, located just outside of Mayaguez. Dr. May is one of the kindest and most hospitable men I have ever met, and he is certain to have some place on his plantation where the tired motor tourist can spend one night safe from the horrors of the Mayaguez hotels. It is surely worth a trip to Mayaguez just to meet Dr. May and visit the government station there, to say nothing of seeing the picturesque old Spanish city half in ruins.

The coast road from Mayaguez to San Juan is far more interesting than the road from Mayaguez to Ponce. In some places very beautiful views are to be had of sea, mountains and beaches, with luxuriant tropical foliage of almost every known common variety, and often colors of great beauty are strikingly blended. Just outside of Mayaguez there is a coastal panorama worth stopping to behold, but it is almost useless to photograph it because the distances are so great and the colors so unusual that even the best picture of it is bound to be a disappointment.

A little further on at Aguadilla is the spring where Columbus is said to have stopped to get water for his ships. At Aguadilla we leave the West Coast and join the North Coast Road beyond Isabela, emerging unexpectedly on the Atlantic Ocean from the depths of a gully made by a prehistoric stream whose bed is now a steep but smooth motor road. From here to Arecibo there is nothing of unusual interest. The road is broad and, for the most part, in splendid condition, especially between Aguadilla and Arecibo. Thence to San Juan along the North Coast Road as previously described.

These are the principal long runs in Puerto Rico, but there are numerous short trips of a day or half day from San Juan. Such a trip is along the North Coast Road as far as Manati, thence south up the beautiful Manati Valley to Ciales. The car may be left at Ciales and a ride taken on horseback to the caves nearby. On the way home another road may be followed via Morovis, Corozal and Toa Alta, which has only just been completed and takes one through the most rural and thoroughly "back-country" section imaginable. The abject poverty and utterly hopeless misery of the poor peons of such districts in Puerto Rico is almost beyond belief.

Another short trip that all Club members should make from San Juan is to the Estabrook Estate on the Military Road about six miles beyond Rio Piedras. Mr. Estabrook is a wealthy Boston banker with a hobby for tropical farming. He is proud of his Puerto Rican hacienda and very glad to have visiting American motorists walk over his lands. In fact, Mr. Estabrook is the soul of hospitality, and if he doesn't come out to meet all visitors he is pretty certain to send out his butler with a box of cigars for the gentlemen and a little negro boy with a great bottle of Poland Water to inquire whether the ladies of the party may not be thirsty.

One of the drawbacks of Puerto Rican motoring is undoubtedly the lack of adequate hotel accommodations en route. In fact, with the three or four notable exceptions we have made (Note No. 15), there are few hotels worthy of the name in Puerto Rico. Therefore a luncheon-box is an important item in one's touring equipment. By this I do not mean that one will starve to death if marooned unexpectedly in some small Puerto Rican town. There are always native restaurant-cafes, and there is, God knows! always *arroz y habichuelas* (rice and beans). This is the never failing native dish. It is soup, hors d'œuvre, entrée, dessert and all other courses, too, for 90 per cent. of the Puerto Ricans. They consume rice and beans literally by hundreds of tons! They grow them, they import them and they cook them in fifty different ways, but they never seem to reach the point of satiety.

Thus one could write on and on about things of particular interest to the prospective American motor tourist to Puerto Rico; of the gallant señors and their charming señoras, and the many beautiful señoritas, of their dances and carnivals, and of their (to us) peculiar customs. And

TOBACCO FIELDS, NEAR BARRANQUITAS
What appears to be snow is the white muslin under which much of the finer leaf is grown

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what of that vast bulk of the people who are the very, very poor peons struggling to earn an existence on the great and small plantations, and earning, most of them, less than one dollar a day, but forced to pay even higher prices for nearly everything than the better paid labor of the United States? Indeed, what of them? But that seems to be a particular problem for Mr. Wilson, so let us continue our motoring.

ON THE BEAUTIFUL ESTATE OF MR. ESTABROOK, NEAR RIO PIEDROS

The climate of Puerto Rico varies, of course, with the altitude and with the seasons. Frost and snow are, of course, absolutely unknown. The mean temperature from January to April is about 75 degrees; this is official. On the road, particularly on the south coast, it is considerably warmer, perhaps 85 degrees in the shade. A light colored top on the car will be found noticeably cooler than a black top. We brought medium weight coats to Puerto Rico, but we found that even these were hardly necessary.

Showers are frequent and often very heavy, especially on the north coast and about San Juan, until after January 15, and the motor-wise will certainly go prepared. A thorough wetting in the tropics often means a cold in the head, and this has a nasty little habit of running into one or more tropical fevers. Keep dry, keep cool, don't go bare-headed under the midday sun, and don't drink the native water outside of San Juan and Coamo Springs. But, all in all, one has nothing more to fear from the tropical climate of Puerto Rico than from that of New England in summer.

I would like to mention the magnificent tropical vegetation in Puerto Rico, especially the sugar cane, the tobacco, the palms of many varieties, the rare fruits and flowers, to say nothing of the political and economic life of the Puerto Ricans, labor conditions, the relationships of Anglo-Saxon and Latin-American; and also there is a great deal more to say about Puerto Rican motoring, and more that the author would like to say, but space is lacking and so undoubtedly is the reader's patience. However, if there be such who, having read this account, have the interest to inquire further about Puerto Rican motor touring, the author will be glad to give them any specific information he may have if they will address him in care of The Bureau of Tours of The Automobile Club of America.

HOME OF DR. DAVID W. MAY, DIRECTOR OF THE UNITED STATES AGRICULTURAL STATION, MAYAGUEZ

Notes on Winter Motoring in Puerto Rico

Note No. 1.—The "Brazos" is the best boat calling at Puerto Rico from New York.

Note No. 2.—See "Obers' Guide to the West Indies"; also, "Porto Rico, Past and Present," by A. H. Verrill, Dodd, Mead & Co.; and "Reports of the Governor of Porto Rico," Government Printing Office, Washington, D.C.

Note No. 3.—Messrs. Rathbone & Son have proved most courteous and efficient in handling this matter for us.

Note No. 4.—There is now a special internal revenue tax of 5 per cent. ad valorem based on the owner's valuation of the car, payable after thirty days on all cars imported to Puerto Rico for pleasure purposes.

Note No. 5.—A Spanish phrase book kept in the car may prove well worth its keep.

Note No. 6.—It is merely my personal opinion as a member of the Governor's Country Club that arrangements might be made through the A. C. A. to extend privileges of the Puerto Rican Club to visiting A. C. A. members.

Note No. 7.—Mr. Charles Hartzell, Behn Brothers Building, San Juan, handled our insurance covering Puerto Rico to our entire satisfaction.

Note No. 8.—Turn left up long grade.

Note No. 9.—Turn left at sign.

Note No. 10.—Someone recently announced the discovery that some mountain at the west end of the island is a few feet higher than El Yunque.

Note No. 11.—The Insular Government is building bridges over all the dangerous fordings on trunk routes, and this year should see the last of really deep fordings.

Note No. 12.—The Hotel de Paris is a clean, small native hotel on the main Plaza. It is possible often to secure letters of introduction to some

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of the large hacienda owners, who are glad to entertain visiting motorists overnight. This often proves a solution to the "native hotel problem" when touring in Puerto Rico.

Note No. 13.—Hotel Français, Hotel Malia, both good, but not first class.

Note No. 14.—There are wild, red tulip-trees that grow along this road like living flame. They were all in blossom (in January) when we climbed the Cordillera.

Note No. 15.—Condado-Vanderbilt, San Juan; Palace Hotel, San Juan; Coamo Springs Hotel, Coamo; Hotel Français, Ponce.

THE COAMO SPRINGS HOTEL

The West Leads in Automobile Ownership per Capita

THE Middle Western States lead the nation in the ownership of automobiles per capita, according to figures compiled recently by the Omaha Chamber of Commerce.

Rank of States	Pop.	Autos	One to
1 Neb....	1,353,000	173,397	7.8
2 Cal....	3,235,000	407,761	7.9
3 Iowa...	2,245,000	278,313	8.1
4 S. Dak.	754,000	86,153	9.0
5 Mont...	495,000	51,053	9.7
6 Kans...	1,966,000	183,271	10.7
7 N. Dak.	805,000	71,690	11.2
8 Ariz...	276,000	23,905	11.5
9 Minn...	2,350,000	204,450	11.5
10 Mich...	3,155,000	262,125	12.0
11 Wyo...	197,000	16,200	12.1
12 Colo...	1,055,000	85,000	12.4
13 Ind....	2,878,000	227,160	12.7
14 Ohio...	5,272,000	415,000	12.7
15 Wis....	2,610,000	196,844	13.2
16 Wash...	1,680,000	120,593	13.9
17 Ore....	900,000	63,324	14.2
18 Nev....	124,000	8,160	15.1
19 Conn...	1,300,000	84,840	15.3
20 Idaho..	495,000	32,282	15.3
21 Ill.....	6,300,000	390,000	16.2
22 Vt.....	368,000	22,653	16.2
23 Del....	220,000	12,955	17.0
24 Utah...	457,000	26,208	17.4
25 Maine..	779,000	44,572	17.5
26 N. H...	450,000	24,917	18.0
27 Md....	1,410,000	77,583	18.2
28 Tex....	4,565,000	251,118	18.2
29 Mass...	3,863,000	193,497	19.4
30 Mo....	3,500,000	189,305	19.5
31 N. J...	3,050,000	154,870	19.7
32 Okla...	2,430,000	122,000	19.9
33 Fla....	935,000	46,196	20.2
34 R. I....	630,000	29,178	21.6
35 N. Y...	10,570,000	441,183	24.0
36 Penna..	8,850,000	362,961	24.4
37 N. Mex.	460,000	18,000	25.6
38 S. Car..	1,640,000	60,937	27.0
39 Ga.....	2,915,000	97,293	30.0
40 Va.....	2,250,000	72,228	31.0
41 Tenn...	2,323,000	65,000	36.0
42 Ky.....	2,435,000	65,825	36.9
43 W. Va.	1,435,000	38,750	37.0
44 N. Car..	2,485,000	62,072	40.0
45 La.....	1,855,000	40,000	46.4
46 Ala....	2,360,000	46,171	51.0
47 Ark....	1,810,000	28,862	62.7
48 Miss...	1,985,000	11,792	168.0

New York to San Francisco

Via the Yellowstone National Park and Trail

MRS. William Babcock, of San Francisco, to whom we are indebted for the following detailed and interesting itinerary of her transcontinental tour, is an experienced motor traveler. Her account is therefore of exceptional value as a guide to other motorists contemplating a similar journey.

"According to my promise I am sending you the itinerary of my transcontinental trip in the Locomobile.

"I picked up the Yellowstone Trail at Buffalo, which is so well sign-posted all the way it would be impossible to get lost; the Yellowstone people deserve great credit for what they have done and are expecting to do. This is more than I can say for the Lincoln Highway, which I took from Salt Lake City across the desert to Carson, Nevada, and then on to California. There has been no work done on these roads for some time, and they are in the worst possible condition and we made slow progress through the desert in consequence; these were the worst roads we struck on the whole journey. I would advise motorists to continue by the Yellowstone Trail through Montana to Spokane and Seattle, then to California by the Coast.

TRANSCONTINENTAL TRIP—SUMMER OF 1919

June 29th—Left Buffalo at 11:00 A.M., went 45 miles to Fredonia—fair roads, but detour of 12 miles which was dusty and rough, arriving at Erie at 4:30 P.M.

June 30th—Left Erie at 10:00 A.M., going to Geneva where we changed time back one hour; bad, dusty, gravel road, several detours, highway in course of construction—arrived at Cleveland at 3:00 P.M.

July 2nd—Left Cleveland at 9:00 A.M., arrived at Fort Wayne at 10:15 P.M. Roads bad, did not strike one good road in Indiana; would advise boat from Buffalo to Detroit, Detroit to Toledo and from there to Chicago, road said to be very good.

July 3rd—Left Fort Wayne at 10:00 A.M., roads gravelly, not good. Followed Yellowstone Trail roads, very well marked, made Chicago about 7:00 P.M.

July 8th—Left Chicago at 9:30 A.M., (macadam road all the way to Milwaukee); lunched at Racine, leaving there at 1:30, arriving at Milwaukee at 2:30; we left at 3:30, stopping for refreshments at Fond du Lac, reaching Oshkosh at 7:00 P.M.

July 9th—Left Oshkosh at 9:30 A.M.; drove over sandy roads, reached Steven's Point at 2:00 P.M., where we lunched; reached Marshfield at 5:00 P.M. (22 miles) and left for Eau Claire at 5:45; could not find accommodations there and went on to Meno-

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nomie; from there on to Hudson and after breakfast started for Minneapolis at 9:45. Roads sandy and in course of construction everywhere in Wisconsin, which is a very beautiful State with many lakes, rivers, great trees and splendid farms. Arrived at Minneapolis at 10:20, having made 310 miles in 24 hours.

July 13th—Left Minneapolis at 10:30, roads fairly good excepting several miles of road in construction. Took lunch near Willmer and arrived at Montevideo, Minn., at 8:15 (149 miles); good dirt roads.

July 14th—Left Montevideo at 10:00 A.M. (excellent dirt roads); lunched at Big Stone City, on State Line, South Dakota. Left for Aberdeen, S. D., at 1:15, arriving there at 9:15. Spent comfortable night and started at 11:00 A.M. for Mobridge, S. D., (having made 168 miles); arriving at 5:00 P. M., (103 miles) over excellent roads.

July 16th—Left Mobridge at 8:15, mountain time, arrived at Bowman at 9:00 P.M. (made 187 miles).

July 17th—Left Bowman at 9:30, arriving at Miles City, at 8:30 P.M., making 169 miles over hot and dusty roads. Road near Miles City ran along track and through limestone hills of curious formation—good narrow road more adapted to horseback than a motor. Hotel excellent, good bathrooms and service.

July 19th—Left Miles City at 9:15 A.M., for Billings, where we arrived at 7:00 P.M., 145 miles over sandy and bad roads.

July 20th—Left Billings at 1:45 P. M., for Livingston, arriving 8:00 P.M., 123 miles, good hard road in Valley most of the way, stretches of few miles rough and cobbly.

July 21st—Started at 1:15 from Livingston for Mammoth Hot Springs, Yellowstone National Park, arriving at 6:30, 64 miles from Livingston; wonderful scenery, not very good road, dry and rocky; road around cliffs narrow, but good.

July 22nd—Left Mammoth Hot Springs at 10:15, wonderful mountain scenery, splendid one way road—elevation 7,000 feet. Reached Old Faithful Inn July 23rd.

July 26th—Left Old Faithful Inn, Yellowstone National Park, at 1:00 P.M.; arrived at Ashton, Idaho, at 8:30 P.M. (86 miles); horrible sandy roads, very slow going—a dreadful hill, steep grade, all sand and precipices, the worst road on the tour, barring Indian Reservation in S. Dakota and hill coming into Billings.

July 27th—Left Ashton at 10:30 A. M.; good highway to Pocatello—104 miles—very warm and dusty.

July 28th—Left Pocatello at 9:30 A.M. Road quite good as far as Brigham City—highway to Ogden; concrete highway in course of construction to Salt Lake—slow time and delays; arrived at 11:00 P.M. (174 miles).

July 31st—Left Salt Lake City at 11:00 A.M., detours, but good road by lakeside and through mountain country. Arrived at Orr's Ranch at 4:00 P.M.; could not stop there, so took road at 4:30, went slowly over sand and chuck holes, 64 miles to Gold Hill, arriving at 1:30, old time. Excellent accommodations (139 miles). Lincoln Highway in course of construction on Salt Lake Desert, about 30 miles completed; when finished will be very good going. From observation and inquiry, find that the Yellowstone Trail is far better across than the Lincoln Highway, which apparently has been neglected during recent years.

Left Gold Hill at 9:40 new time, arrived at Ely 7:15 P.M. (102 miles). Left Ely at 9:30; arrived at Eureka at 5:00 P.M. (82 miles), dead mining town, dreadful roads. Left Eureka at 6:50, 67 miles to Austin, another mining town. From there on to Fallon at 1:00 P.M., arriving at 9:00 P.M.—good hotel. Eureka to Fallon—176 miles. Dreadful sandy roads, fills, mountain passes. 60 miles to Carson.

August 5th—Left Tallac at 11:00 A.M.; drove to Stockton, arriving at 10:00 P.M. (154 miles). Left Stockton at 10:00 A.M., August 6th; arrived Oakland at 12:45 (71 miles).

3,552 miles from Buffalo to San Francisco.

All the hotels we stopped at were clean and comfortable; we had no difficulties of any kind and came through the whole way without a drop of rain, that might have changed road conditions, so I feel we were very fortunate.

New Jersey Completes Two Concrete Roads

W. G. Thompson, State Highway Engineer of the New Jersey State Highway Commission, has just advised the public that the two sections of new concrete in Middlesex County, covering slightly over seventeen miles, are completed and will shortly be opened to motor traffic.

These two sections, one from Metuchen to Menlo Park and the other from New Brunswick to historic Princeton, cost the state $1,328,454.96 and are the highest type of permanent concrete construction ever laid in the United States. The concrete is 20 feet wide, 8 inches thick at the sides and 10 1/2 inches thick in the center. Three foot stone shoulders on each side make the width of metal 26 feet, while the dirt grade extends two feet further beyond the gravel surfacing on each side. The section through Iselin eliminates the main line crossing of the Pennsylvania Railroad and fourteen sharp turns, as well as a once narrow under-culvert.

Over $60,000 a mile for highway construction may seem excessive, but when it is understood that these routes in New Jersey carry over 2,000 tons of freight traffic per day and that a recent count showed the passage of 11,000 vehicles in fifteen hours, the real economy of the highest type of construction is understood.

Horace E. Fine, State Consul for the Lincoln Highway for New Jersey, is taking steps to secure the proper marking of the new sections.

"Why I Like My Farm Truck" by a Farmer

No matter how bad the flies may be my truck will not stamp its feet, switch its tail or kick over the tugs.

It will not shy even when it meets a lunatic hurrying to the graveyard astride a motorcycle.

At night I can walk in the barn without fear of being kicked into the next world.

When I need it I know exactly where it is and do not have to look in all the likely, and then the unlikely, places in a hundred-acre pasture before I can convince it that breakfast is about to be served.

My truck will not lie down and roll in a cow-lot and then look injured because it has not been curried. It does not blow its nose in my face or use my Sunday shirt in lieu of a handkerchief.

My truck walks twelve miles an hour with a two-ton load and trots eighteen miles an hour when empty.

When I drive on the scales at the stockyards I am not afraid that some sight or noise will cause it to hoist its tail and run away; I climb down and satisfy myself that the weigher is using the scales to weigh my load and not to figure his income tax.

And my truck isn't going to get tangled up in a wire fence the night before I want to start hauling my crop to market. Also, cup grease is cheaper than gall cure, and it takes me farther.

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OFFICIAL NOTICES

In Memoriam

THEODORE P. SHONTS
Died September 21, 1919

JOSEPH PURCELL
Died October 23, 1919

FREDERICK GERKEN
Died November 24, 1919

J. N. WALLACE
Died October 11, 1919

WILLIAM H. HARRIS
Died November 13, 1919

FREDERIC PEARSE SCUDDER
Died November 27, 1919

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mr. Jean Jacques Bertschmann
Miss Eva M. Bennett
Mr. William A. Bradford
Mr. Martin Conboy
Mr. Clarkson Cowl
Mr. James M. Dixon
Mr. T. H. Gillespie
Mr. T. D. Green
Mr. George W. Hill
Mrs. Edna Lupton Hoge
Mr. S. T. Hodgman
Mrs. David Bennett King
Colonel Maurice Kozminski
Mrs. Julian H. Meyer
Mrs. Norris W. Mundy
Mr. Henry Hill Pierce
Mr. W. Harney Reid
Dr. Edwin S. Robinson
Mr. Frederick Y. Robertson
Mr. Alfred S. Rossin
Miss Julia Ryle
Mr. W. Willoughby Sharp
Mrs. Richard Stevens
Mr. Joseph H. Steinhardt
Mr. Irving K. Taylor
Mr. Eugene V. R. Thayer
Mr. Samuel Thorne, Jr.
Mr. George C. Van Tuyl, Jr.

NON-RESIDENT

General John A. Johnston
Mr. Hendon B. Mabson
Mr. David B. Provan
Mr. Wait Talcott
Mrs. I. De Ver Warner

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Mr. Lawrence Newman, request of Mr. Thomas P. Fiske;
Mr. Geoffrey, of the Royal Automobile Club, London;
Mr. F. E. Miller, request of Mr. Henry Spadone;
Mr. Edward N. Wulbern, of Charleston, S. C., request of Mr. W. H. Schoonmaker;
Mr. T. D. Moorehead, of Pittsburgh, Pa., request of Mr. H. Darlington, Jr.;
Mr. Wm. L. Greene, of the Massachusetts Automobile Club, Boston;
Mr. George B. Linnard, of the Automobile Club of Philadelphia;
Mr. H. Wunderly-Volkart de Meilen, of the Automobile Club of Switzerland;
Mr. C. W. Lodge, of Indianapolis, request of Mr. C. B. Harmon;
Mr. Barton D. Miller, of Utica, N. Y.;
Mr. Streeter B. Flynn, request of Dr. E. H. Ely;
Mr. Axel L. Akerman, Treasurer of the Royal Automobile Club of Sweden;
Mr. Ivan Caryll, of the Royal Automobile Club, London;
Dr. E. J. Swetland, request of Mr. H. M. Swetland;
Mr. Bryce J. Allan, of the Royal Automobile Club, London;
Prof. E. S. Meyer, of Winter Park, Fla., request of Mr. Edward W. Packard;
Mr. John Hodgart, of Glasgow, Scotland, request of Mr. Geo. C. Boldt, Jr.;
Mrs. W. G. McCormick, request of Mrs. F. L. Slade;
Major Arthur Bless, of the Royal Welsh Fusiliers;
Mr. E. Jessurun, of the Royal Automobile Club, London;
Mr. John I. Raymond, of the Royal Automobile Club, London;
Mr. Charles Syder, of the Automobile Club of Portugal;
Colonel G. P. Mills, request of Mr. D. McRa Livingston.

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Official Notices

A Word of Explanation to Our Readers

The long delay in issuing the current number of MOTOR TRAVEL was caused by the general strike in the printing industry in New York City.

Pending the settlement of the strike, which was effected only a few days ago, practically every weekly and monthly periodical issued in New York City was forced temporarily to suspend publication.

In accordance with the usual custom in these circumstances, the delayed issues of October and November are combined with December in the present number.

Subscriptions will be extended two months to cover the copies that have been missed.

Tours to Battlefields

Arrangements have been completed whereby members and associate members of the R. A. C. can visit the Belgian and French battlefields. Experienced couriers with a special knowledge of the battle area will personally conduct each tour, and permission has been obtained to visit some places of unique interest not usually open through the ordinary channels. The itinerary includes Malines, Louvain, Liège, Dinant, Ypres and other places made historic in the great war.

Industrial Relations

With all the thinking people of the world giving serious attention to existing industrial and economical conditions, with the labor situation such that governments have to take hold and point the way to a working agreement between Capital and Labor, comes a modest little brochure from the pen of one of America's leading factory managers, a man who has spent his life employing labor and who today is directing one of the largest factories in the United States.

"The Industrial Republic," by Paul W. Litchfield, vice-president and factory manager of the Goodyear Tire and Rubber Company, of Akron, Ohio, is just off the press and has attracted wide attention from the timely interest of the subject matter and from the fact that it is written by one who has had such wide opportunity to know the industrial situation from every angle.

Subscription Dances at the Club

A series of Subscription Dances has been arranged for two Saturday evenings each month at the Club House during the fall and winter season.

Two orchestras provide continuous dancing from 10 P. M. to 2.30 A. M.

Future dance dates are:

December 20,
January 10 and 24,
February 7 and 21,
March 6 and 20,
April 3.

The Subscription for the series is Twenty-five Dollars. Each subscriber receives an admission card for each dance, and, on request, will be sent three guest cards for each evening without additional charge.

Entertainment Committee

HENRY R. TAYLOR, Chairman
JAMES A. BLAIR, JR.
OLIVER G. JENNINGS
WM. PIERSON HAMILTON
ALAN R. HAWLEY
RICHARD HOWLAND HUNT
STEPHEN PEABODY
R. C. RATHBONE, 2D
MALCOLM D. SLOANE
FREDERICK D. UNDERWOOD
ELMER THOMPSON, *Secretary.*
Telephone Circle 3000.

Dinner to Francis M. Hugo

On Wednesday, December 10th, a dinner was given at the Club in honor of Francis M. Hugo, New York's energetic Secretary of State, marking the completion of his fifth year at the head of the world's largest automobile bureau.

The dinner was tendered by the Officers and Governors of the Club, and, in addition to many members, the motoring interests of the City and the Society of Automotive Engineers were largely represented.

Advice from Ossining

To the Editor of MOTOR TRAVEL:

The writer and most of his fellow townsmen would appreciate your warning automobilists not to exceed the legal speed limit in our village—Ossining, N. Y.

We are naturally hospitable people and believe in equitable treatment for all, though there seem to be exceptions.

Just at the present time our village is unfortunate in possessing a brand new motorcycle cop who, judged by his activities, is inspired by a desire to make good.

Friend Cop has been rather active in garnering the shekels, and while we would like to see our taxes *come down*, it is hardly just that the means should be a *hold up*.

The "stranger within our gates" should receive the greatest consideration and attention, but a lot depends upon the *kind* of attention. The writer does not agree with Friend Cop.

The legal speed limit in this village is twenty-five miles per hour, which is really very reasonable, even if the police activities are not.

This is for the good of all.

ONE WHO ONCE GOT CAUGHT.

New Year's Eve Subscription Dance

As has been the custom of the Club for many years, a Subscription Dance will be held at the Club House on New Year's Eve, Wednesday, December 31st, 1919. Music will start at 10 P. M. and supper will be served at 11:30 P. M.

The subscription, which includes supper, is $7.50 for each person, but a special rate of $6.00 is made to subscribers to the regular Club dances.

Table reservations should be made to the Secretary of the Club at an early date.

Speed Trap on Long Island

A member writes the Club as follows:

"By the way, members might be warned through the Club's publication, MOTOR TRAVEL, of the continued activity of motorcycle officers on the Merrick Road in the immediate vicinity of Rockville Centre. I met one on Tuesday afternoon going east from Rockville Centre, and a few minutes later passed another who had just made an arrest of a limousine headed west. Rockville Centre has probably suffered a good deal of speeding owing to its being on the line of Long Beach, but the plain-clothes motorcycle officer who hides behind shrubbery and catches an occasional speeder while the rest of the traffic goes on unregulated is becoming a bit archaic. Taxpayers should urge uniformed motorcycle officers detailed to regular patrol highways where speeding is likely to occur."

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Special Notice to Car Owners

ATTENTION is called to important changes in the New York State Motor Vehicle Law regarding the registration of automobiles:

To figure the Registration Fee for 1920, the following information is needed about the car:

1st—The number of cylinders and bore of cylinders (in order to figure correct horse power).

2nd—The year the car was manufactured (not necessarily the year in which it was purchased).

3rd—Manufacturer's list price at time of manufacture, fully equipped (not necessarily the price paid for it).

The method of computing the fee is based on three elements: The horse power, age of car and list price.

The constant fee is 25 cents per horse power.

In *addition* to this fee, there must be paid an amount based upon the age and list price of car as follows:

Rate 1—If registered for 1920 during year of manufacture or within three years following December 31st of year of manufacture—40 cents on each $100 (or major fraction) of list price of car.

Rate 2—If registered during fourth or fifth years following December 31st of year of manufacture—20 cents on each $100 (or major fraction) of list price of car.

Rate 3—If registered later than fifth year following December 31st of year of manufacture—10 cents on each $100 (or major fraction) of list price of car.

At no time shall the fee for a six-cylinder car be less than $10, or for a four-cylinder car be less than $5.

The Secretary of State will send application blanks for 1920 to all owners registered during 1919.

Bureau of Tours Notices

The following have become subscribers to the Bureau of Tours:

Mr. Maximilian J. Averbeck, of Palisades, N. Y.,
Mr. George W. Betts, Jr., of Englewood, N. J.,
Mr. Chester W. Bliss, of Boston, Mass.,
Mr. Jerome V. Bonaparte, of Washington, D. C.,
Mr. William H. Busteed, of Jericho, L. I.,
Mrs. A. Frederick Behre, of New York City,
Mr. Isaac M. Cate, of Baltimore, Md.,
Mrs. William B. Cardozo, of New York City,
Mr. George W. Clapp, of New Rochelle, N. Y.,
Miss Carolyn A. Dana, of New York City,
Miss Mathilde Dolmetsch, of New York City,
Mr. E. O. Danwitz, of Jersey City, N. J.,
Mr. J. B. Duer, of New York City,
Mr. J. Robertson Duff, of Jamaica Plains, Mass.,
Mr. E. O. Danwitz, of Jersey City, N. J.,
Miss Ida Darling, of New York City,
Mrs. Louis Engel, of New York City,
Mrs. George L. Esp, of New York City,
Dr. D. H. M. Gillespie, of Mountain Lakes, N. J.,
Mr. Arthur Hofheimer, of Warrenville, N. J.,
Mrs. N. Hofheimer, of New York City,
Mr. R. P. Herrick, of Garden City, N. Y.,
Mr. Leopole Hess, of San Diego, Calif.,
Mr. Frank A. Hotchkiss, of Millerton, N. Y.,
Mr. Charles F. Johnson, of Forest Hills Gardens, L. I.,
Mr. M. N. Judd, of New Britain, Conn.,
Mr. C. L. Kaufman, of Englewood, N. J.,
Mr. W. Thorn Kissel, of Morristown, N. J.,
Mr. Isaac Kaufman, of Pittsburgh, Pa.,
Mrs. V. La Montagne, of New York City,
Mr. Edward Lowe, of Grand Rapids, Mich.,
Mr. C. E. Lenhart, of Uniontown, Pa.,
Mr. L. C. Maxwell, of Rye, N. Y.,
Mr. George A. Minasian, of Glen Ridge, N. J.,
Mr. Herbert McCord, of Greenwich, Conn.,
Mr. Wm. E. Norris, of Bridgeport, Conn.,
Mr. Courtlandt Palmer, of Bar Harbor, Maine,
Mr. C. A. Punteney, of Kansas City, Mo.,
Mr. T. Douglas Robinson, of Mohawk, N. Y.,
Mr. W. M. Rice, of Houston, Texas,
Mr. Edward Rushmore, of Plainfield, N. J.,
Mr. Byford Ryan, of Jericho, L. I.,
Mr. Leo Bauer Simonson, of Larchmont Manor, N. Y.,
Mr. Ralph M. Sperry, of Bridgeport, Conn.,
Mr. Elias Summerfield, of Lawrence, Kansas,
Mrs. R. J. F. Schwarzenbach, of New York City,
Miss Florence M. Spofford, of Chicago, Ill.,
Mrs. Jos. H. Steinhardt, of New York City,
Mr. F. W. Todd, of Lakewood, N. J.,
Mr. James B. Townsend, of Murray Bay, Canada,
Mr. C. A. Tatum, of Middletown, N. J.,
Miss Anne Thomas, of Frankfort, Ky.,
Mrs. H. M. Thomas, of New York City,
Mr. Wm. J. Tiger, of Gladstone, N. J.

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SAN LUIS, REY DE FRANCIA, AT THE TIME OF DEDICATION, 1802

Sauntering Along the Trail of the Padres

The Story of the California Missions

Trowbridge Hall

Part II, San Luis, Rey de Francia

THE twenty-fifth of August, 1802, dawns at last; the day long awaited and for which all preparations have long since been made. Not alone is it the Feast day of the Patron Saint, San Luis—Louis the Ninth, King of France, canonized in 1297 for his piety during the Crusades, but it marks the celebration of the completion of the church dedicated to San Luis, when founded four years before.

Small wonder that to-day the pleasure loving Indians have to be rounded up by the Alcades and forced, under whip lash, into the very doors of the sanctuary. How the Alcades love to flourish their badge of authority—a scourge of rawhide ten feet long, plaited to the thickness of one's wrist! Little do the Alcades realize that theirs is the reward of laziness, for the knowing Padres, finding it impossible to make these Indians work in the fields, cloak them with brief power that forces them to work even harder and longer, making others work.

RUINS OF THE MORTUARY CHAPEL

It is a restless crowd that finally gathers indoors this beautiful August morning. Outdoors is calling. Will the prayers never cease? Does the white man's God forget that this is a holiday?

Mass finally over, there is a pell-mell rush to the corral, which here is enclosed by a fence of oxen skulls with horns still outstanding. Forty of the younger men at once shed the white man's useless garb, and, naked, except for breechcloth, with lasso in hand, step within the enclosure. At top speed they run round and round the cattle, yelling with all the power of their lungs to further excite the animals. In a moment there is one whirling mass, always twisting and turning in a circle; a constantly changing outer ring—those on the inside making every effort to escape without, those on the outside striving to reach safety within. This gives the encircling Indians a chance to select with the least danger; for it is of fre-

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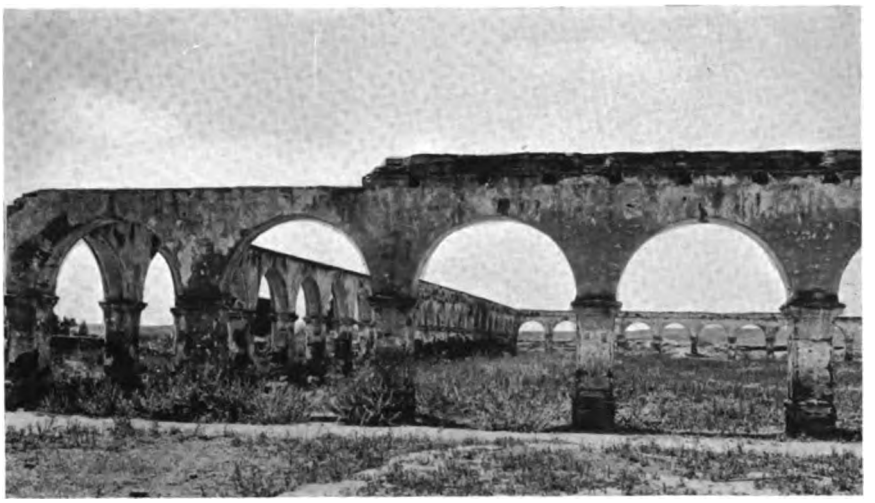
quent occurrence, even when entering the corral to lasso for daily food, to be gored—sometimes to death.

Soon the cattle are separated into three groups: de rodea—for branding or slaughter, de enfrente—for fighting, and de ordena—cows for milking.

The fighting bulls are first coaxed into specially prepared quarters to be groomed for the afternoon's sport. The ones selected for branding are forced singly through a gate into adjoining corrals, and a sizzling iron, in the shape of a church with a cross on top, is clapped to their hind quarters. Those wanted for food are again lassoed and thrown, their throats cut, the hide stripped off and pegged to the ground; whilst the carcasses, once cleaned, are taken to the bake-ovens, which are large enough to roast the animal, entire. The cows for milking are merely driven into one of the adjacent smaller enclosures, where the Indian women await them—three for each cow. One holds her by the head, a second hangs on to the hind legs, while a third does the milking. The work thus divided gives every opportunity for the exchange of gossip and scandal, so dear to feminine heart.



AFTER SECULARIZATION

Some of the watching groups soon tire and wander off to indulge their passion for dancing. Here, again, the Padres show their wisdom in permitting the Indians to indulge in all the pastimes of their savage state, provided decency is not offended. While the first lesson of civilization was not to go about entirely naked, but for men to wear a linen shirt and trousers, and women a chemise and skirt; in native dancing, the men at once discard these "worthless" articles and dress their heads with feathers and their faces and bodies with glaring mineral colors traced in grotesque patterns. The women's woven skirts are replaced by those made from tails of squirrels and rabbits, trimmed with bird feathers, while their arms are covered with shell bracelets and their necks hung with beads. Bones tied with string serve as castanets, while split reeds, the beating of skin drums, the clapping of hands, the rattling of tortoise shells filled with pebbles, make a merry discord by which is timed the singing and dancing. A monotonous droning in minor key ever accompanies the dance, and to guttural i-ah-we-lay, i-ah-we-hay-lah, halow-hal-wah-ah-kay, first one foot and then the other is slowly lifted in a horizontal movement from right to left; suddenly the arms shoot outward and the dancers leap from the ground and whirl in dervish ecstasy, only to as suddenly fall back into rhythmical step with a rapid swaying of the upper body.

Afternoon finds everyone crowding into the inner quadrangle of the mission, seeking safe places behind the temporary barricades which line all four sides. Every available inch of space is soon jammed to suffocation by stolid-faced Indian men and women. It is a moment of intense excitement, yet there they sit, outwardly impassive, with eyes fixed on the door through which the bull will enter. There is profound silence, except for the bellowing of the beast as he slowly approaches from his darkened enclosure. The door suddenly swings aside and, with a furious snort, in he dashes. Blinded by the sudden glare, he rushes to the barricade and buries his horn in the yielding boards; but a more worthy foe awaits him—a mountain lion captured for this very purpose, by Indian hunters, is now inside the ring. A low snarl, an angry roar, and the lion leaps upon the bull's flank burying his teeth in the quivering flesh. In vain does the now infuriated bull seek to shake his hold, he paws the ground in helpless rage, rushes wildly around and around, and, with blood streaming down his sides, he dashes against the wooden enclosure. Writhing and twisting in a thousand ways, he tries to escape this new torture; then, with a last violent effort, he frees himself; but the lion is no sooner loosened and touching the ground, than he jumps at the throat of the bull, who, by this time, with blood-shot eyes and foaming mouth, maddened by the pain, thirsts to retaliate. Lowering his

THE THREE INDIAN WOMEN WHO WERE PRESENT AT THE DEDICATION IN 1802 AND THE RE-DEDICATION IN 1893

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head, he meets his foe in mid-air. The terrible horns pierce the lion's belly and he is carried, uplifted, across the ring, and finally thrown to the ground like a bundle of rags—dead.

The second act takes place as soon as another bull appears on the scene, this time with horns well swathed and blunted.

At once a number of men and the more adventurous of the boys, hop the barrier and with coats, shawls, or strips of cloth start in to bait the bull—teasing and badgering him in every way possible. They twist his tail, jump on his back—some are agile enough to cling there in spite of the bucking—while he is wildly careening the arena. The nimblest among them plant poles in the ground and, as the bull runs toward them, take flying leaps which land them on the far side. Those cruelly inclined stick him with banderillas de fuego (firecrackers that go off the moment the point penetrates the flesh) until, maddened by pain and blinded by rage, the bull goes running amuck, knocking down first one and then another, or with lowered horns tosses a too daring lad. Again and again the bull and his tormentors disappear in a cloud of dust; but scraped faces or bruised limbs for the amateur matador and a weary, very disgusted bull is the ordinary ending.

SAN LUIS REY RESTORED

Evening comes all too quickly, but, with the first darkness, dozens of fires brighten the night. Around each of them squat eight peon gamblers, four to a side. One group hold in their hands two bones, a black and a white one, tied together by a cord some dozen inches long. A blanket lies spread on the ground in front of each four players. Back of the gamblers are circled the women, just out of the line of light, who, as the players holding the peon bone bend forward to grasp the blanket with their teeth, break forth in wild incantations. They call to mind an eventful night in far away Africa when the native women, screened by lattice, sang for the dancing of the Dervishes. With hands fumbling beneath the blanket, the players suddenly rise to their knees, drop the blanket from their teeth, and sway from side to side in time with the chant. The opposing four are supposed to guess who has the black bone; if successful, they get the peon; if unsuccessful, one counter is placed in front of the winning side. There are fourteen counters and all must be won to win the game. Daylight finds many still playing.

But the fiesta is over.

While San Luis Rey is the second "pearl" of the rosary of missions, it is the eighteenth in point of foundation and, with past experience to draw upon, was brought to life under far better auspices than any of the earlier missions, consequently was exceedingly prosperous from the very start. At the height of its prosperity, about 1826, a traveler on horseback tells of visiting there. He says: "Turning inland from the sea (Oceanside where the sign post gives the distance of 4.7 miles) and after a hard canter of an hour and a half, I saw, on a piece of rising ground, the superb buildings of San Luis Rey, whose glittering whiteness flashed back the rays of the setting sun. At this distance it had all the appearance of some fairy palace forming a square five hundred feet on each side; the main façade was a long peristyle borne on thirty-two square pillars. Within was a court, around which ran the cloister, in the center of which a fountain was playing day and night. Inside the walls dwelt nearly three thousand neophytes, to say nothing of the other thousands who, directly or indirectly, were being influenced for better."

Then came secularization and, if the writers of that time are to be believed, of all the vast herds only one hundred and ninety cattle remained and but thirty-five of those one-time happy, prosperous Indians. The buildings were pillaged for the tiles and rafters; the very arches were blown to bits for the sake of a few bricks. Then to overflow the brimming cup of blasphemy, ranch houses were built from this wreckage, built within the very site of the denuded mission.

The original beauty of its buildings and its prosperity were, of course, traceable to the zeal and devotion of one man. No other missionary left behind a finer record than did Padre Peyri, a real man, while yet a saint—a personality unforgettable even by the phlegmatic Indians who, it is said, for many years after his departure placed candles and flowers before his picture and offered up prayers to him. They preferred praying to a saint of proven

INTERIOR OF SAN LUIS REY CHURCH AS IT IS TODAY

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goodness rather than to those of storied virtue.

San Luis, while passing through the same unfortunate phases as did all the other missions, had the good fortune in 1892 to be selected as the seat of a college in which to train Franciscans. With such meager means as the Church could spare, restoration then began, and thanks to the original materials on the ground, the work progressed sufficiently for the Church to be rededicated in 1893. In the seats of honor sat three old Indian women who had been present at the original dedication in 1802.

TEMESCALS OR SWEAT HUTS OF THE INDIANS

From San Luis Rey to San Antonio de Pala

El Camino Real de Pala is a good dirt road and as far as Bonsall, eight miles away, runs over fertile rolling plains, now yellowed with ripening grain. The succeeding twelve miles to Pala, however, wind through a rocky valley following the bank of what must be an amazingly uneasy conscienced river for it is forever turning and twisting in its bed. A rocky bed at that; and a rocky country, with boulders overhanging the very road as though ready to drop. Hot, too, something like 100 in the shade—"and no shade." Seemingly, nothing could grow here except "Burbank's folly"—a spineless cactus which covers the fields on both sides.

But again "the end justifies the means," and the end of our road discloses a beautiful, pure white Campanile, locally as famous as is St. Mark's or Pisa in its native land.

Part III, San Antonio de Pala

Agua Caliente, for centuries the home of the Palatinguas (Hot-water Indians), was coveted by the white man when once he learned the medicinal value of the warm springs to which, from time immemorial, the Indians had resorted in case of sickness. They had found these healing waters even more efficacious than their Temescals—(huts, air tight except for a small opening at the top, for smoke, and one on the side, through which to crawl; once inside, a big wood fire is lighted around which crowd the sick until the sweat fairly gushes from out their bodies).

But why should the white man pay the "dog of an Indian" each time he wants to drink or bathe in these spring waters? What cares he that there the Indians were born, married and had buried their dead? Spanish law and Mexican law, to be sure, recognize their rights; as for that, so does American law; but American law is made to say that the Indians must confirm these rights by making application before accredited agents—no one ever thought of telling the Indians this, and the Indian, if he reads at all, he reads only Spanish. What skillfully stacked cards for the thieving white man! And so, finally, comes the day when the unsuspecting natives are legally—God save the mark!—ordered away from their life-long homes. Some meet this order fatalistically; some in ugly fighting mood; some in despair; all refuse to lift a hand in the moving; but instinctively turn to the graves of their ancestors. Weeping and wailing, they throw themselves before the rude, unpainted crosses which mark the last resting place of those held dear. Others enter the chapel where they prostrate themselves in front of the white man's God. Is he displeased, or, when he says, "Come unto me all ye that labor and are heavy laden," is he thinking only of white faces? The armed guards, themselves, are forced to enter every little adobe and strip it of clothing, food and furniture, which later is dumped in piles on the ground outside. The people, by now, are wildly running hither and thither, watching with tear stained faces the wreckage of their homes. Helter skelter, everything is dumped into waiting carts—furniture, baskets, babies, hencoops, and food—all jumbled together. Behind, trails a long grief-laden procession, which, for three days and nights, toils over the dusty mesa, and worn and exhausted, reaches Pala, where the long unused Mission church is waiting, with open doors, to comfort them. But it is many, many a moon

PALA—PLAYTHING OF WIND AND WEATHER

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IN PROCESS OF RESTORATION

before these once devout Indians can be induced to enter and pay devotion to a God who apparently has deserted them.

It was in 1816 that the good Father Peyri, having been refused authority to increase the size of San Luis, was able to dedicate to San Antonio de Padua the simple buildings now known as Pala to be an assistencia or branch to the parent church. In no time at all there gathered around him a thousand or more devout and hard working natives, but after a few years of peaceful contented life, the scourge of secularization overtook them and stripped them of material wealth. Church and cloister were left as playthings for wind and weather. The acres tilled by once industrious Indians reverted to the Mexican government, and by them were granted to the first land-hungry Yankee, to be transferred by him to the United States, when Time shamed that government into providing a home for the defrauded Palatinguas.

The half ruined chapel was rebuilt by the help of public gifts; and it is pleasant to note that those few mission Indians who still lingered thereabout, not to be outdone by richer neighbors, gave freely of all they had to give—their time—for the rebuilding.

Once more peace and contentment reign.

Mr. Hall will continue his story of the California Missions in the January number of MOTOR TRAVEL.

—Editor.

PALA CHAPEL, THE INTERIOR PAINTED IN RUDE INDIAN COLORS

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Motor Touring in the Dutch East Indies

Edward H. Wakefield

A TOURING field with which probably not very many Americans are as yet familiar is Netherlands India, sometimes called the Indian or Malay Archipelago. This colonial possession of the Kingdom of Holland consists of a group of islands which includes Dutch Borneo, Sumatra, Dutch New Guinea, the Celebes group and, commercially the most important of all, the Island of Java. The area of these islands amounts to 750,000 square miles, nearly sixty times larger than Holland itself and equal in extent to the combined area of the states of California, Texas, New Mexico, Illinois and Montana.

Lowlands and plains, mountain chains, table lands and valleys combine to offer a topography of considerable attraction. The greater portion not only of Java, but also of Dutch Borneo and Sumatra, consists of low-lying, undulating plains, with mountain ranges of volcanic origin, some of the peaks of which attain an altitude of 12,000 feet. The table lands and foothills are comparatively cool, as compared with the climate of the plains, which is hot and damp, though the archipelago being situated within the influence of the Asiatic monsoons, is subject to their effects. Batavia, or Weltevreden, the capital of Java, possesses an average temperature of 78 degrees, the hot and rainy season being between the months of November and April. For the balance of the year little or no rain falls at all.

The general language of the country is Malay, the *lingua franca* of the Dutch East Indies and Straits Settlements, though the more advanced natives speak Dutch, which is the official and business language of the country.

According to American consular reports and from information furnished by the Official Tourist Bureau at Batavia, and by the Java Motor Club, the customs duty charged on motor vehicles of all kinds is a ten per cent. ad valorem rate. No duty is collected on automobiles imported temporarily for touring purposes only, but a deposit equal to the amount payable is demanded, and is refunded provided the vehicle is re-exported within twelve months from the original date of entry.

All motor propelled vehicles must be registered and must carry number plates allotted by the Chief of Police, who is the licensing authority in all the large cities. In this connection it is satisfactory to record that the Java Motor Club is actively interesting itself on behalf of motorists visiting the country for touring and has put forward a suggestion to the Government that will tend to reduce licensing formalities considerably. In the case of automobiles imported for temporary touring the club proposes that instead of visitors being obliged to take out driving licenses before they can operate a car in Java, their own home licenses should simply be indorsed with a note from the Chief of Police permitting the holder to drive for a limited period while in the country. It is confidently anticipated that this regulation may become operative in the near future.

The general rule of the road throughout Java is to keep to the left and overtake vehicles travelling in the same direction on the right. This rule varies, however, in different Residences, as, for instance, in Djokja, where vehicles must keep to the right and overtake on the left. No speed limits are enforced at present, but, in spite of the very numerous native population and the populous native villages, the occurrence of accidents is very infrequent, although there is a great deal of motor travel both in the towns and throughout the country districts.

The average quality of the roads in Java is good, some of the more favorite tours covering roads of quite exceptionally satisfactory character. The surface of the main roads is maintained in high grade condition and handsome decorative and shade trees, lining both sides of the route, contribute in no small degree to the attractions of touring by motor in Java.

Hotel accommodations throughout the country are said to be of a high-class character, some of the leading hotels possessing all the most modern improvements and having the reputation of being better managed with a view of ministering to the comfort of the travelling public than in many other countries much more frequently visited by touring motorists. All modern languages are spoken at the principal hotels as a rule, and in the country districts visitors are quickly able to acquire a sufficient knowledge of the native tongue to make themselves independent of interpreters.

Gasoline, which is readily obtainable everywhere, even in remote places, costs about $1.80 (gold) per five-gallon can, though in some of the smaller places the price is a little higher, while in most of the main towns the usual brands of lubricating oil may be purchased at a cost of about $1.00 (gold) per gallon. Standard makes of tires in the ordinary range of sizes are procurable almost everywhere, and though at present rather expensive, are in normal times quite reasonable in price.

There is a service of steamers between New York and Batavia by which automobiles may be shipped about once every month, the freight rates at the present time being about $25.00 per ship ton of forty cubic feet.

The climate and geographical position of Java render it an ideal all-year touring country. From this it results that there is no regular "touring season," such, for instance, as exists in Canada, the West Indies, or parts of the United States, due to extremes of heat and cold. One time of the year in Java is an enjoyable as another. Its scenery and the natural features of the country are unusually varied in character and possess very considerable attractiveness. The mountain ranges of volcanic formation contain many craters in a state of activity; wonderful tropical forestry with a flora peculiar to the locality make the lower levels and valleys, through which fine roads lead in all directions, a touring field of exceptional and uncommon charm. Numerous ancient Hindu ruins add an unexpected touch of color to a tour through the country, while the picturesque native populations and their varied industries, the cultivation of such products as coffee, rice, rubber, sugar, tapioca, tea and similar more or less unfamiliar crops, are a continuous source of interest to visitors.

In connection with the generally high quality of the road surface found on a tour through Java, it is interesting to note that all members of the Java Motor Club pay a yearly fee which is devoted directly to the upkeep of their roads, and which is a cogent reason for each member evincing a keenly personal interest in seeing that his money is employed to the utmost advantage. The fine road surface of the country is an eloquent testimony to the practical benefits of such a scheme.

The Java Motor Club and the Official Tourist Bureau at Batavia are organizations with which motorists visiting Java will wisely put themselves in touch, as the assistance these clubs can render tourists is of a very practical and essential character.

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How to Reach the New York Theatres

Theatre	*Location*	*Enter Block*
ASTOR	B'way and 45th Street	South on Broadway
AEOLIAN HALL	43rd Street, east of 6th Ave	From 6th Ave.
BELASCO	44th Street, east of B'way	From 6th Ave.
BELMONT	48th Street, east of B'way	From 6th Ave.
BIJOU	45th Street, west of B'way	From B'way
BOOTH	45th Street, west of B'way	From 8th Ave.
BROADHURST	44th Street, west of B'way	From B'way
BRAMHALL PLAYHOUSE	27th Street, east of Madison Ave.	From Madison Ave.
CAPITOL	B'way, bet. 50th and 51st St	South on B'way
CARNEGIE HALL	57th Street, east of 7th Ave	From 7th Ave.
CASINO	B'way and 39th Street	North on B'way
CENTRAL	B'way and 47th Street	South on B'way
CENTURY	Central Park West and 62nd St	South on Central Park West
GEO. M. COHAN	B'way and 43rd Street	North on B'way
COHAN AND HARRIS	42nd Street, west of B'way	From 8th Ave.
COMEDY	41st Street, east of B'way	From B'way
CORT	48th Street, east of B'way	From 6th Ave.
CRITERION	B'way and 44th Street	From 6th Ave.
ELTINGE	42nd Street, west of B'way	From 8th Ave.
EMPIRE	B'way and 40th Street	North on B'way
FORTY-FOURTH ST.	44th Street, west of B'way	From 8th Ave.
FORTY-EIGHTH ST.	48th Street, east of B'way	From 6th Ave.
FULTON	46th Street, west of B'way	From 8th Ave.
FRENCH	35th Street, west of 5th Ave	From 5th Ave.
GAIETY	B'way and 46th Street	South on B'way
GLOBE	B'way and 46th Street	South on B'way
GREENWICH VILLAGE	7th Ave. and 4th Street	South on 7th Ave.
HARRIS	42nd Street, west of B'way	From 8th Ave.
HENRY MILLER	43rd Street, east of B'way	From B'way
HIPPODROME	43rd Street and 6th Ave	North on 6th Ave.
HUDSON	44th Street, east of B'way	From 6th Ave.
KNICKERBOCKER	B'way and 38th Street	North on B'way
LIBERTY	42nd Street, west of B'way	From 8th Ave.
LITTLE	44th Street, west of B'way	From 8th Ave.
LONGACRE	48th Street, west of B'way	From 8th Ave.
LYCEUM	45th Street, east of B'way	From 6th Ave.
LYRIC	42nd Street, west of B'way	From B'way
MANHATTAN OPERA HOUSE	34th Street, west of 8th Ave	From 8th Ave.
MAXINE ELLIOTT'S	39th Street, east of B'way	From 6th Ave.
METROPOLITAN OPERA HOUSE	B'way and 39th Street	From 39th Street or 40th St. & 7th Av., or South on B'way to Main Entrance.
MOROSCO	45th Street, west of B'way	From B'way
NEW AMSTERDAM	42nd Street, west of B'way	From 8th Ave.
NORA BAYES	44th Street, west of B'way	From 8th Ave.
NORWORTH	48th Street, east of B'way	From 6th Ave.
PARK	Columbus Circle and 59th Street	South on Columbus Circle
PLAYHOUSE	48th Street, east of B'way	From 6th Ave.
PLYMOUTH	45th Street, west of B'way	From 8th Ave.
PRINCESS	39th Street, east of B'way	From 6th Ave.
PUNCH AND JUDY	49th Street, east of B'way	From 6th Ave.
REPUBLIC	42nd Street, west of B'way	From B'way
SELWYN	42nd Street, west of B'way	From B'way
SHUBERT	44th Street, west of B'way	From B'way
THIRTY-NINTH ST.	39th Street, east of B'way	From 6th Ave.
VANDERBILT	48th Street, east of B'way	From 6th Ave.
WINTER GARDEN	B'way and 50th Street	North on B'way

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Double Efficiency in Highway Maintenance

STRETCHING the highway dollars for maintenance work is becoming the permanent pastime of energetic highway officials. For the last two years the care of the roads has been so retarded by the restrictions imposed by war that extensive mileage is badly in need of repair. At the same time many of these highways are being further destroyed by traffic heavier than that which they carried when first constructed. Those who direct the maintenance work are finding themselves face to face with a shortage of that class of labor willing to work with pick and shovel. The rise in the price of labor is generally acknowledged to amount to an average of about forty-five per cent. for road work. This fact, together with the increase in the price of materials, demands that the ingenious managers of road repairs invent ways and means to make their funds go round. Highway engineers all over the country declare that they are most successful in solving their maintenance problems by motorizing their equipment. By such arrangements gasoline and kerosene power perform much of the labor formerly done by hand power and by teams.

Recent inventions of various road tools and machines, which are being operated with fuel oil, grade, drag, scarify, roll and surface roads much cheaper than the same work can be done by men with teams. Funds spent in their use are giving greater return than ever before. Hence the maintenance dollar is being stretched from its original size of one hundred cents to that of perhaps ten hundred cents or more.

Probably the simplest and most generally used piece of road equipment for maintenance is the road drag. Its use is advocated wherever the more than two and a quarter million miles of earth, sand, clay or gravel roads are found. For years these implements have been hauled by patient mules, but motor power is giving these tools new usefulness. With animal power the road drag cost of $30 a mile a year was considered a fair expense with the old prices of labor, though the cost sometimes rose to $80 in unusual cases. With the truck or tractor pulling the drag with uniform force the work is performed much more effectively and double the mileage is covered. Former Gov. Capper, of Kansas, favors the motorized drag not only because of its economy, but also because it reduces the number of men needed for the work by covering the ground more quickly. In that state a fund of $875,000 from license fees on automobiles is to be used exclusively in this work. Thus gasoline is paying for road dragging, and in many instances it is actually performing the work. Reports of dragging expenses through the country show that $1 a mile is a reasonable cost where teams are used. The motorized drag covering twenty miles a day cuts the expense to about 35 cents a mile. Thus the road drag dollar is worth $2.82⅓ when used for the motor-drawn appliance.

The road maintenance department of North Carolina is obtaining good results with a road planer of its own invention. This heavy device is composed of sections which operate over seven feet of road at a time. One section loosens the earth from the elevated spots of the highway by spiking it off. Another spreads this material by means of an iron plate and another packs it down on the roadway. When this contrivance is used with a tractor it is said to save the work of six or eight mules a day and does with two men the work which formerly required four.

Ira B. Browning, state road engineer, believes that machinery and the patrol system have solved the maintenance problem of Utah. He cites a specific instance where a motor-drawn equipment did grading at a cost of $30 a mile when horse-drawn planers, scarifiers and graders would have cost five times as much for the same work. Another highway official states it would have been necessary to employ eight to twelve horses and two drivers to haul and to manipulate the various levers on a road plane had it not been that the hauling of this machine was done by a twenty-four horse-power tractor.

Work done under the supervision of the Pennsylvania State Highway Department shows the normal grading expense was about $8 a mile with the usual small blade grader when drawn by teams and about $4.25 when tractor-pulled. Considering the increase in price of team hire and labor the tractor easily gives the road-dragging dollar two and a half times its usual value. When the tractor pulls two road machines at one time, or when the large grader is hauled by the gasoline engine the dragging dollar grows still more in value. This is the experience given by reliable men who care for the earth and gravel roads of the Middle West.

In the case where an old macadam road is plowed up so that the old material may be crushed and used with the new surfacing, the motor plow gives the dollar the value of about $2.60. This conservative computation is based on the figures of those who have calculated that the motor road plow does in one day the work which six to twelve horses and three to six men do in the same time.

Road scarifiers, in addition to covering more ground because they are being drawn by tractors, are being strengthened into road rippers, which dig up the highway to the depth desired. When gravel and earth roads require resurfacing the cost runs high. The gravel itself may be a small item, but the cost of labor to procure it, haul it and to spread it makes the undertaking expensive. Contractors are of the opinion that where stones or pebbles are to be hauled more than a half-mile, motor-power vehicles should be used as a general rule. Records from various states show that when gravel hauling by team costs 35 cents a cubic yard mile, trucks do the work for about one-third of that amount. Where tractors and trailers are used the transportation bill is cut to 5 cents a cubic yard mile. The expense account of a contractor in Black Hawk County, Louisiana, shows gravel handling cost 13 3/10 cents a mile by truck. As he estimates the cost by team hauling would have been from 30 cents to 40 cents a ton mile, the hauling dollars expended for the work bought three times the usual amount of results.

The funds spent for hauling the gravel for a new road at Salt Lake City averaging fifty feet in width show that each dollar was stretched to about $7 by using tractors and trailers.

The Secretary of Agriculture, realizing the importance of trucks and trailers in his department, has asked the Federal Government for 4,500 trucks and several hundred trailers of the war-time motor equipment. From the standpoint of economy, trucks are becoming more and more important for carrying crews of workmen from job to job.

The state highway commissioner of Michigan declares that instead of employing nineteen men and five teams for some surfacing work as he did the year before, he used only half the force last year and accomplished more work by carrying his tools and materials from place to place in trucks and keeping his men constantly employed.

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Motor Travel

When Connecticut found that her maintenance bill on a thousand miles of road was $120,000 more in the season of 1917-1918 than in the previous year, she purchased mechanical loaders, spreaders and distributing tanks for bituminous materials. Loading or spreading a cubic yard of gravel or stone amounts to little, but when it is remembered that every mile of a fifteen-foot road five inches deep in stone requires 1,222 cubic yards, this cost item shows itself important. According to reliable data accumulated from various parts of the country the average cost of unloading stone from a freight car to trucks is about 15 cents a cubic yard. A mechanical device operated by a gasoline engine transfers such material from the car to the truck at the rate of one cubic yard a minute. The cost of such unloading can hardly be estimated at more than 1¾ cents a cubic yard. If this is true, the mechanical unloader expands the unloading dollar to about 11¼ times its usual size.

An Ohio contractor, who records his stone-spreading expenses, shows that with no special appliances for distributing the stone dumped by the trucks, his day's expense was $14. Five men at 35 cents an hour were required to be on the dump to spread the stone on the road. Afterwards, while using a mechanical device for spreading the stone over a range of from eight to sixteen feet the same amount of work was done by one man at $2.80 a day, or at one-fifth of the cost of the first job.

Each year sees more and more kerosene and gasoline-drawn rollers upon the highways because the fuel for them is easy to carry and because they are fed only when in actual use. Applying asphaltic oils to highways is a story of its own, but mention must be made of the economy and value of using the motor-tank spreader which is provided with pressure. A former chief highway engineer of Maryland recalls that with the penetration method of applying bitumen this equipment saved about one-fifth of the total cost of resurfacing stretches of the state road in that state.

In large cities, the maintenance proposition includes washing the streets. Machine flushers with high pressure do this work under motor power in Chicago, Los Angeles and Rochester at an average of about 15½ cents for a thousand square yards. In other cities where horse-drawn flushers do similar work the cost for the same amount of flushing is 35 cents. Motorized equipment, it seems, gives a return of $2.32 on the dollar as compared with animal-drawn street flushing.

It is not claimed that motor equipment at present can be used at all times. Often conditions make it advisable to use teams. Where mechanical devices can be used with wisdom they are proving their own efficiency and economy. Various states are purchasing outfits which fit their special maintenance needs. South Carolina has invested in trucks with interchangeable wheels. The tractor wheels are carried in the car and can be adjusted in fifteen minutes when they are needed for drag or grading work. Thus necessity is still proving herself the mother of invention and turning the days of maintenance engineers from seasons of distress to times of joy and progress.—*Sinclair's Magazine.*

The "Golden Age" of Used Cars in England

ACCORDING to *The Autocar*, the prices at which used automobiles are selling in London are phenomenal, and members hesitating whether to ship their own cars from this side for touring, or to rely on picking up a bargain in the used car market over there, will find the following details on the subject instructive:

"Frequently one hears rumors to the effect that a sudden decline in the values of the second-hand vehicles may be expected. If one may judge the future tendency from the different auction sales of surplus Government vehicles, prices are to appreciate rather than to decline. At the Agricultural Hall last week eight Singer light cars were announced for disposal. Examination of the cars on the day of the sale was almost impossible. According to the catalogue they had been partly overhauled, but it was difficult to see the nature of the work that had been done in the process. It was plain, however, that not one of the engines had either carburetter or magneto; in many cases the propeller shafts were lying on the damaged coachwork; some wheels were missing, and nearly all the tires were in bad condition. When these particular cars were reached, a lady mentioned that she had come up from the country specially to buy one. She had looked over them all and was appalled at their condition. She valued the best of the bunch at $360.00 and the second best at $315.00. She had been fortunate enough to get a permit to examine them, and told us that there was not a single one that needed less than $425.00 to be spent on it to put it in order. Under the hammer, the car that the lady had valued at $360.00 went for $1,190.00, and the one she thought was worth $315.00 went for $1,080.00, while the cheapest of the batch was knocked down for $705.00.

"If evidence were required to prove that second-hand prices are falling we should not advise anyone to look for it at a sale of Government cars. These high prices are, of course, distinctly to the benefit of the nation, and go an infinitesimally little way towards paying for the war."

A striking confirmation of the present "high cost of fliving" in Great Britain is furnished by a prominent member of the Royal Automobile Club now in New York, who is the owner of a Rolls Royce of 1908 vintage, for which he originally paid about $5,800. He was recently offered $9,700 for the old car, which he unhesitatingly refused, deciding that in the existing circumstances of the automobile market it would pay him far better to send the car to the Rolls Royce factory at Derby, and have it completely overhauled at a cost of about $3,800, than to sell it and have to pay exorbitant prices for a new one, or for a used one of later make.

Motor Vehicles in New York

Motor vehicles registered in New York State up to November 1, as compared with the same date a year ago:

	1918	1919
Total cars	458,079	549,204
Pleasure	362,175	433,362
Omnibus	17,711	21,135
Trucks	73,797	89,734
Dealers	2,246	2,624
Trailers	2,150	2,349
Motorcycles	28,356	27,970
Chauffeurs	141,097	171,999

The New York City automobile district, comprising ten counties, had a total registration of cars on November 1 of 232,808, as compared with 191,240 a year ago this time. There were 172,810 pleasure cars, as against 139,920; 11,492 omnibuses, as compared with 9,205 on November 1, 1918; 46,403 commercials, as against 40,350; 957 trailers, as compared with 868, while dealers in the metropolitan district increased from 888 to 1,146.

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A Road System to Serve 87 per cent of the People

IT is possible to build a hard surfaced highway system of 50,000 miles so located as to serve directly 46 per cent. of all the counties of the United States and indirectly 41 per cent. of all the others. For an annual expenditure of $100,000,000—hardly one dollar a person per year—this fundamental road system could be completed in twelve and a half years, and it would serve 87 per cent. of the total population of the United States. Such is the statement of the United States Department of Labor.

"The growing needs of the country demand that some such comprehensive highway system be constructed," says R. E. Fulton, vice-president of the International Motor Company.

"Estimates prepared by engineering authorities show that the United States could afford to spend $1,250,000,000 on a hard surfaced road system of 50,000 miles, which would serve directly and indirectly 87 per cent. of the population of the entire country. Not only would such a system be an economic asset that would pay for itself many times over, but its construction would provide work for many thousands of people for a number of years, and in that respect alone would have great business value to the country in general.

"War increases business to replace the great losses of destruction; but the development of a nation in times of peace provides a more normal and healthy market for labor and material that can be made a stabilizer of business and industrial conditions.

"A well planned national highway system is a necessity, and as soon as the nation can complete the plan conditions will force putting it into operation."

Echoes from the First Automobile Show

The first automobile show, was held in Madison Square Garden, November, 1900, by the Club. Contests are held every afternoon and evening, obstacle races, stopping and braking contests for steam, electric and gasoline vehicles. In the obstacle contests, barrels, ten pins and other obstacles were placed in the road, the vehicle being compelled to go around them without knocking them over.

One enterprising manufacturer hires the Madison Square Roof Garden and erects a long incline on which to display the superior hill climbing ability of his car.

The program of the show carries the announcement, "The track in the Garden is so narrow and the drives are so short that the officers of the Club and the Technical Committee have decided that no speeding on the track can be permitted, and a rate exceeding eight miles per hour is forbidden."

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912

of MOTOR TRAVEL, published monthly, at Brooklyn, N. Y., October 1, 1919.

STATE OF NEW YORK, } ss.:
COUNTY OF NEW YORK, }

Before me, a Notary Public, in and for the State and County aforesaid, personally appeared John T. R. Gren, who having been duly sworn according to law, deposes and says that he is the Editor and Business Manager of MOTOR TRAVEL, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:
Name of Publisher—The Automobile Club of America, 305 Washington Street, Brooklyn, New York.
Name of Editor—John T. R. Gren, 305 Washington Street, Brooklyn, New York.
Name of Managing Editor—none.
Name of Business Manager—John T. R. Gren, 305 Washington Street, Brooklyn, New York.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.)
The Automobile Club of America, Publication Office 305 Washington Street, Brooklyn, New York, a membership corporation—no stockholders.
A. J. Hemphill, President, 305 Washington Street, Brooklyn, New York.
Dudley Olcott, 2d, Treasurer, 305 Washington Street, Brooklyn, New York.
Elmer Thompson, Secretary, 305 Washington Street, Brooklyn, New York.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: (If there are none, so state.)—none.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company as trustees or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stocks and securities in a capacity other than that of a bona-fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise to paid subscribers during the six months preceding the date shown above is (this information is required from daily publications only).

Sworn to and subscribed before me this 28th day of September, 1919.
(Seal) DAVID L. SHOEMAKER, Notary Public,
New York County No. 180; Register No. 10023.
Commission expires March 30, 1920.

JOHN T. R. GREN,
Editor and Business Manager.

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Renault Early in American Market

THERE has been much rivalry among European car manufacturers and their representatives in this country in reaching the American market with their new, post-war models. One of the leaders is the Renault, whose American representative has received two shipments of complete cars recently from the factory at Billancourt. The continuity of these shipments is assured and new Renault models are now offered for immediate delivery.

New features in post-war models include: A silent, single unit S. E. V. starting system attached to the crank shaft at the front of the motor, making the starting dynamo extremely accessible; Monobloc type motors in the 12-18 H.P. and 18-30 H.P. models have a three-point suspension attached to the chassis frame, instead of the former method of attaching motors to a sub-frame; new automatic carbureter with the flange attached direct to the cylinder casting; high road clearance, adapting these cars to American conditions.

Some of the cars received have coachwork designed and built in the Renault plant; others have bodies by Felber, of Paris.

Motor Trucks Increase in Ten Years

Ten years ago the number of motor trucks in use was but 4,000. Today there are between 400,000 and 500,000, according to James P. Nash, Office Engineer, State Highway Department, Austin, Texas. "There is no reason why the number of trucks should not increase next year in the same ratio as in the past," says Mr. Nash, "and if motor trucks increase in the next ten years in the same ratio as in the past decade, there will be over 22,000,000 motor trucks in use in the United States by 1929."

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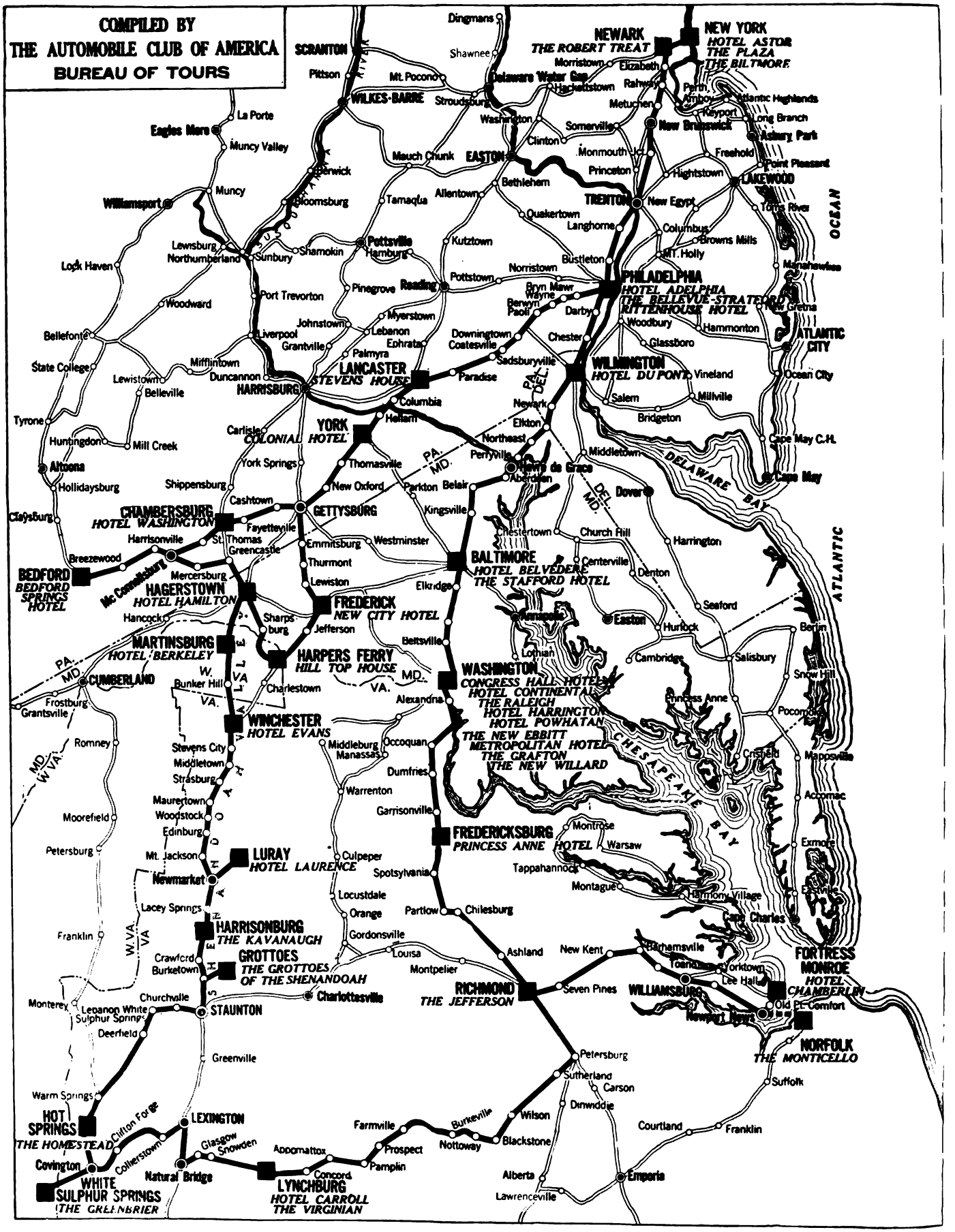
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Insurance Now a Factor in Motoring

A Modern Development

IT is doubtful if the average man realizes the responsibility he assumes when he operates an automobile. He not only must avoid causing an accident but also avoid being concerned in an accident even though he is not in any sense at fault. The habitually careful driver—the man who never takes a chance—may be and often is obliged to defend a suit which never should have been brought against him, and whether or not he has to pay a verdict, his defense usually costs several hundred dollars.

All the care and caution that can be exercised in operating an automobile will not protect against justified or unjustified claims and their consequent lawsuits. There is but one form of protection, and that is Insurance; and the man or woman who operates a car in city or country without the financial and legal protection that goes with an insurance policy, is inviting disaster—and the invitation will, sooner or later, be accepted.

One of the interesting developments in connection with Automobile Insurance is the modern method of obtaining it, which was devised and perfected by a New York firm of insurance brokers; in fact, the oldest insurance brokerage house in the world and probably the best known. This firm transacts its business and arranges motor car insurance by mail for people of affairs who have neither time nor inclination to listen to insurance solicitors. A request sent by mail or 'phone brings its immediate response in the form of a short printed blank explaining the several forms of insurance, cost, and all necessary facts, together with a quotation applying to the car or cars owned by the interested person.

In the past, a policy was taken out only after the car owner had been personally interviewed, solicited, annoyed almost to distraction by a persistent pest, who, with well-practiced jaw, wore down the resistance of his victim until the application was signed, which ofttimes was done as a means of terminating an otherwise interminable campaign. This method is still in vogue with many insurance houses who fail to realize the importance of conserving a business man's time.

The "Rathbone method," as it is known, is the modern development which puts the whole insurance story in concise, but complete form, before the car owner for consideration at his or her leisure, and no representative of the firm will call unless specifically requested; it is much preferred that interviews shall be held in the firm's office, where the facilities and records of the large organization are instantly available.

R. C. Rathbone & Son are, and for ten years have been, the insurance representatives of The Automobile Club of America, looking after insurance matters of the Club and its individual members. They have been in business sixty-five years, and thousands of other clients possessing cars of every power and price have their insurance affairs handled by Rathbone executives familiar with each branch of insurance.

When interested in Motor Car Insurance, the easiest and simplest method of obtaining the best and cheapest is to write R. C. Rathbone & Son, Inc., 80 Maiden Lane, New York, or 'phone John-4290, and have placed at your disposal, a written statement showing all the kinds of Motor Insurance to cover your car, and the cost of each, for consideration and acceptance at your convenience.

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For Sale and Exchange

Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

241-R—Six passenger 35/45 Renault cabriolet, open or closed, as desired. Practically like new. Palmer cord tires, also two extra, all in good condition. Car now on dead storage in London.

245-SK—1917 Stearns-Knight. A smart-looking car; fixed Victoria top; five seats; front seats fold out of sight, covered by rolling shutters. Ready for service.

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

254-P.A.—1916 Pierce-Arrow touring car. Up to date in every respect.

256-C—1915 Cadillac touring car. Fine mechanical condition.

257-C—Late model Cadillac, Victoria, run very little. Very stylish.

261-P.A.—Pierce-Arrow six-cylinder 48 H. P. 1911 touring car. Wind shield, extra curtains and tires, slip covers. Extra limousine body. Has always given satisfaction. Good bargain. Was in dead storage for a year and a half.

266-S—50 H. P. chain drive Simplex touring, seven-passenger. Five cord tires.

269-B—A sedan enclosed drive body, made by Fleetwood. Finely upholstered. Taken from Lancia car. $1,000.

270-L—Lancia touring car, 1913 model, in first-class condition.

275-H—1909 Hotchkiss landaulet, 60 H. P. Excellent condition throughout.

276-M—1915 Marmon limousine. Subject to demonstration.

277-M—Marmon touring car. In good repair. 48 H. P. 1915.

278-DB—Late model Delauney Belleville limousine, Brewster body. In good repair throughout.

279-S—Stearns Knight 40 H. P. six-cylinder special Sedan body by Blue Ribbon Company. Wire wheels, painted grey. All in excellent repair.

280-B—Sedan body, built for 1917 Fiat. Springfield make.

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MECHANICAL REPAIRING of every character from the smallest adjustment to complete overhauling, also COACH WORK, PAINTING and UPHOLSTERY

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Repair Department

The Automobile Club of America
Circle 3000

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Boats now leave on 12 to 15 minute schedule during afternoons and early evenings

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A MAGAZINE FOR AUTOMOBILE OWNERS

PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Vol. XI **January** **No. 10**

CONTENTS

WINTER SPORTS AND THE AUTOMOBILE 9
Reginald McIntosh Cleveland

SAUNTERING ALONG THE TRAIL OF THE PADRES 14
Trowbridge Hall

IMPACT TESTS AND CONCRETE FOUNDATIONS ON ROADS 20
A. T. Goldbeck and W. G. Thompson

COSTUMES AND LICENSE REGULATION FOR AUTO IN ENGLAND 24
E. H. Wakefield

THE 1920 AUTOMOBILE SHOW 25

OFFICIAL NOTICES 32

ROADS OF REMEMBRANCE 33

NINE MILLIONS SPENT ON LINCOLN HIGHWAY 35

MEMBERS' CARS FOR SALE AND EXCHANGE 43

MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

Copyright, 1920, by The Automobile Club of America

Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR

Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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Enough has been printed in the daily accounts of motor-car accidents to convince the most optimistic and self-congratulatory automobile operator that

Insurance is the only bar to legal expenses and damage verdicts. To the active business man, as much as to the man who has retired, Peace of Mind is

As necessary to his welfare in his home and in the daily grind as is his physical condition. Each is dependent on the other and both are

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A Reminder That May Be Timely

It is quite probable that your cars, that have been in service for half a year or more, will require some attention before being placed "in commission" again.

Shortness in mechanical lines, both in regard to labor and material, presupposes much delay in future work.

Therefore, we suggest the advisability of having an inspection by the Club's Repair Department, NOW, well in advance of the time you wish to use the car.

A report will be prepared for you, without charge, giving full details on the necessary work, the estimated cost, and the time required to complete.

The Automobile Club of America

New York

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Mechanical Repairs
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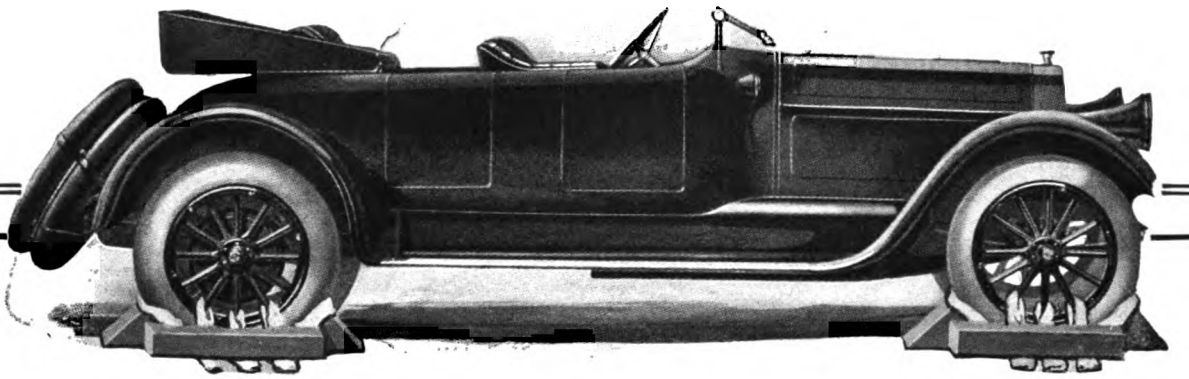

A LITTLE BOOK WITH A BIG MESSAGE

HERE is a book every one who ships an automobile should have—this little book with a big message on safety and saving. That describes shipping methods which save both money on forwarding charges and automobiles from damage.

An automobile demands altogether different preparation for shipment than ordinary merchandise—loading is vital to the safety of that car of yours, and right here is a strong feature of the

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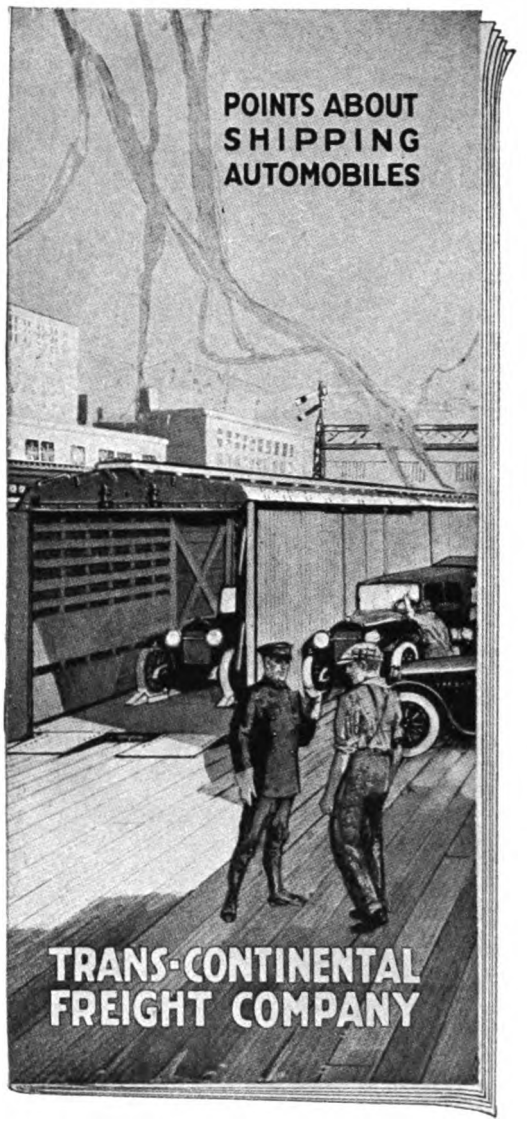

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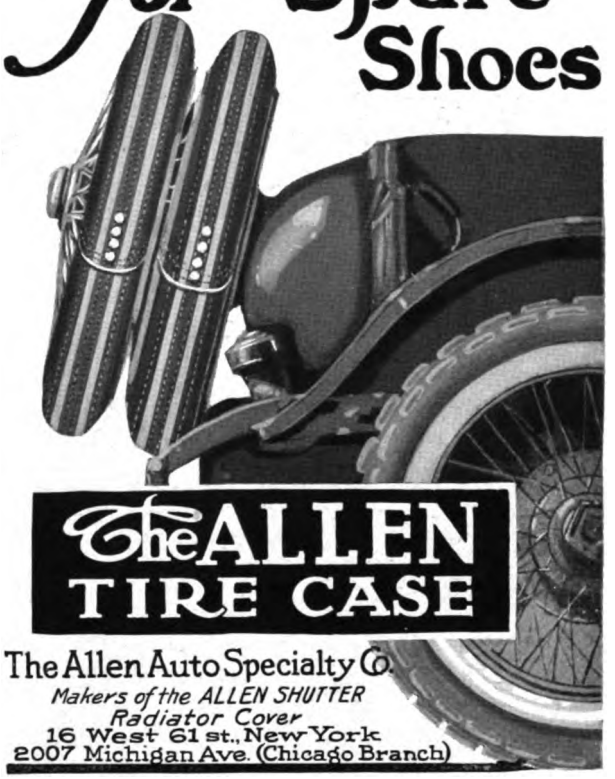

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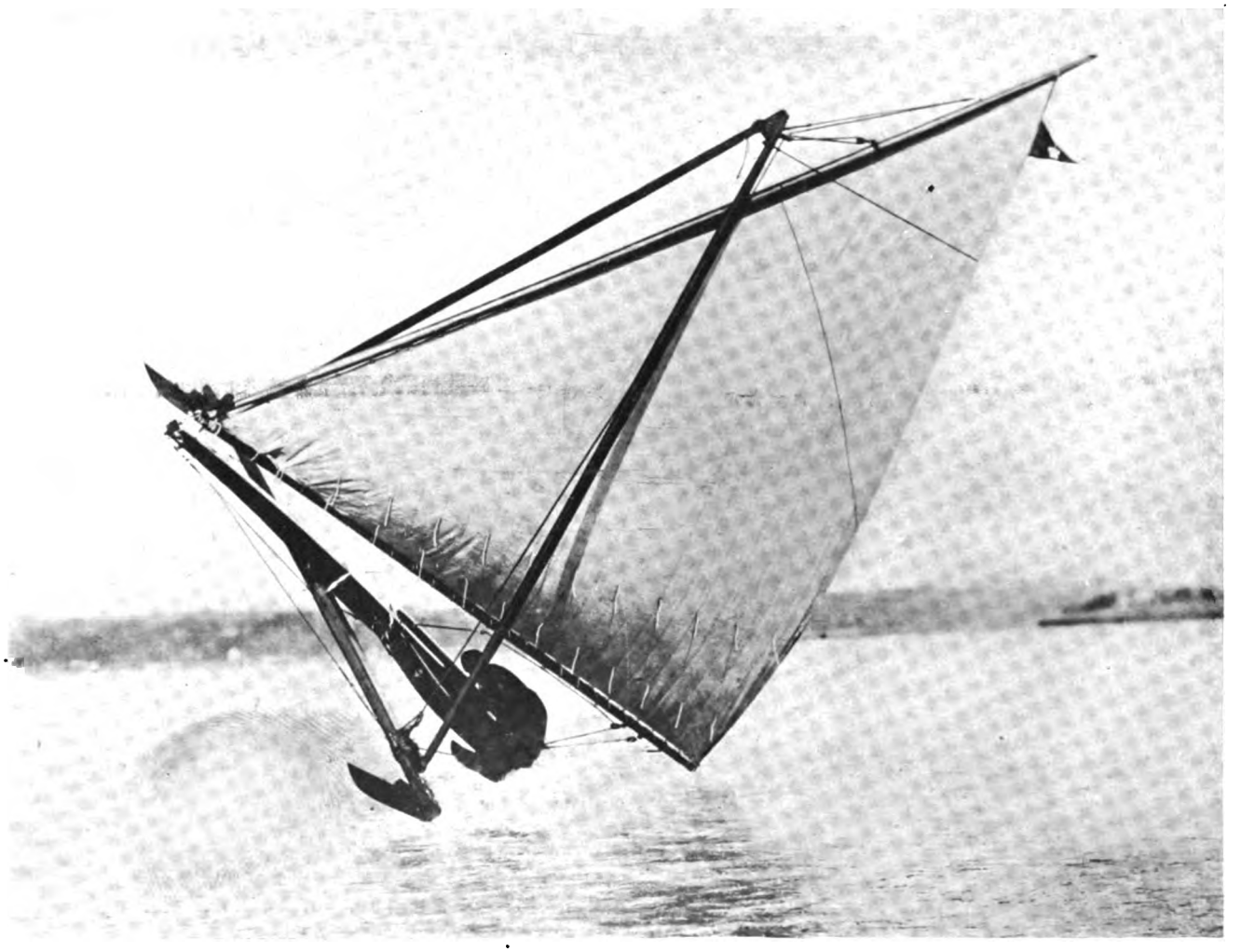

RUNNING DOWN THE SHREWSBURY

Winter Sports and the Automobile

Reginald McIntosh Cleveland

IT has been said a good many times that we are becoming an outdoor race. The truth of this assertion is perhaps exemplified nowhere so forcibly as in the growing popularity of the hardy sports of winter. In this, partly by reason of racial characteristics and partly by reason of climatic conditions, Americans have gone a step beyond their teachers in the matter of outdoor sports, namely, our British kinsfolk of the other side.

It is exceedingly easy to find within striking distance of the city of New York during most of the winter months conditions which lend themselves to one's favorite form of winter pastime.

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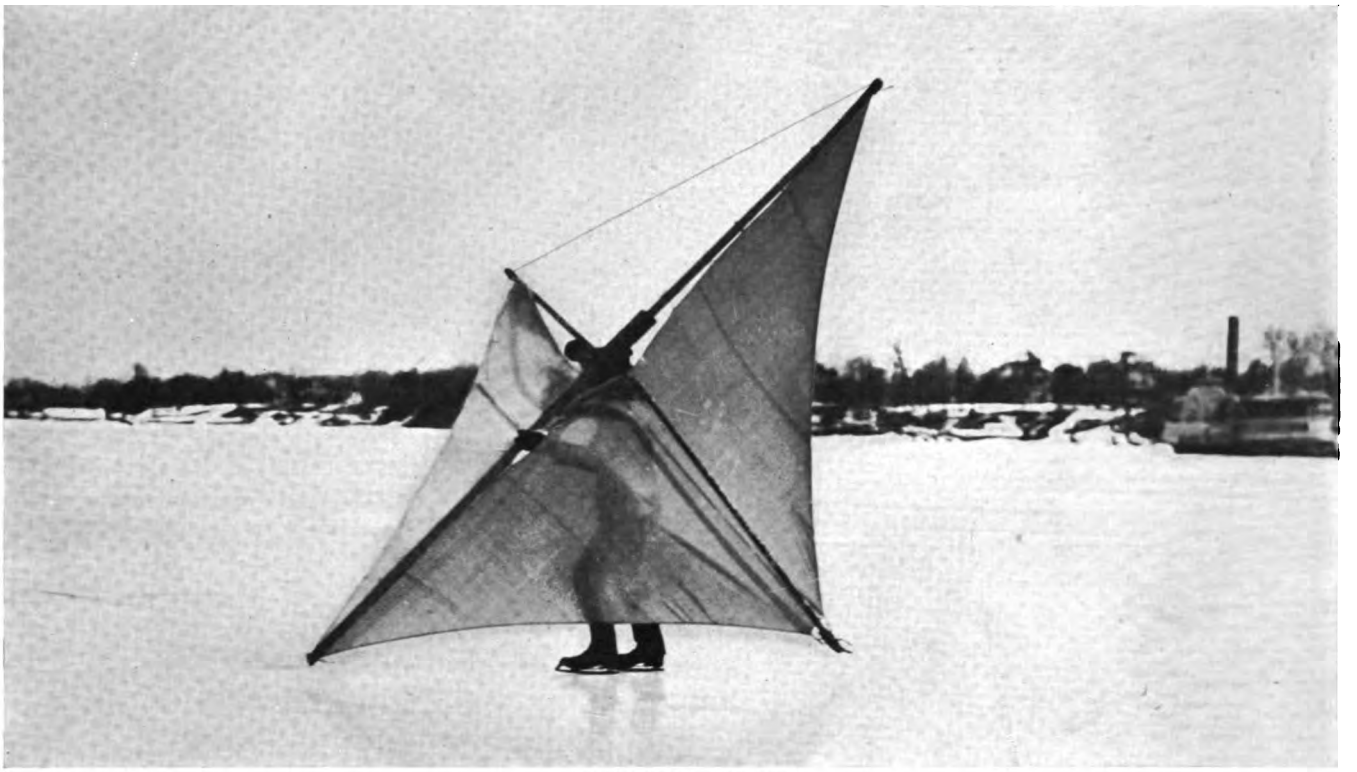

"TACKING UP STREAM"

AT NORTH CONWAY, A BOSTON SNOWSHOE CLUB "BLANKETING" A NEW MEMBER

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HOCKEY UNDER IDEAL CONDITIONS OF ICE AND AIR

Of course, the Weather Man is always a factor of uncertainty—and this has been especially true in the last two or three seasons. Nevertheless, we are too apt to let the conditions prevailing in New York City influence our judgment of the weather just a little way outside. In an hour or two by motor car, or at most, at the end of a short day's run, one can easily find the sound, black ice, of which he has been conjuring up vivid pictures, or enough of the right kind of snow to bring delight to the skii runner or the snowshoe enthusiast.

Unconsciously, perhaps, the automobile has served as a tremendous impetus to the wider enjoyment of the pastimes of Old Father Winter. This condition has been brought about by a rather contradictory set of circumstances. The automobile has at the same time made it easy to reach out into the country in entire comfort, and has caused the improvement and use of roads to a point where all main highways are open during the extreme climatic conditions, which formerly would have rather completely blocked traffic, although they may be the conditions which make for the enjoyment of winter sports at their best.

The winter program of many of the country clubs in the latitude of New York and to the northward has come to rival in importance the summer program. Men and women have learned so thoroughly to enjoy the exhilaration of skating and tobogganing, of ice boating and of the speedy skii, that many of the clubs have taken pains to prepare carefully for the full enjoyment of such of these pastimes as their natural surroundings permit.

For the sports of winter, the nature of the terrane is of special and often governing importance. Obviously, one cannot skate where there is no water, nor coast where there are no hills. In this matter, as in so many others, however, New York is a fortunate metropolis. Its surrounding country, both as to immediate vicinity and that wider territory which is within reasonable distance, is peculiarly varied from a topographical standpoint, so that it is comparatively simple, with Manhattan Island as a starting point, to reach with a minimum of effort the particular kind of country for which one is looking.

Should one, for instance, be an enthusiastic ice yachtsman, a run of two or three hours will bring one to Shrewsbury River, where, when the winter is of the true, old-fashioned sort, this particular sport is at its zenith. Many a thrilling race has been run on the frozen Shrewsbury, and many a spectacular spill has had this picturesque river for its setting. In the pursuit of this rather breathless sport, which for its dash and thrill perhaps approaches flying more nearly than any other activity in which man has thus far indulged, Rumson Country Club, on the justly famous Rumson Road, has become an ice yachting center. With the broad river winding right at the foot of the lawns which stretch away from the club house, conditions are ideal for the enjoyment of this sport, as well as for river skating and skate sailing. Here one can glide along for seemingly endless miles with no interruption to the exhilarating song of the steel and ice. When the wind is right, the skate sailor who is proficient at the rather ticklish sport of managing his leg-of-mutton sail, can tack far upstream without too great an expenditure of energy, to come sailing back again before the wind at a pace which will set even the most sluggish blood a-tingle.

North of New York, at the Ardsley Club, one can also frequently enjoy the pleasures of river skating, but here the rolling nature of the land adds excellent facilities for coasting and tobogganing as well. The club also has a private skating pond, on the bank of which there is a winter sports house that is heated whenever the condition of the ice makes skating possible. After a snowstorm it is a common sight to see six big horses dragging the scraper that is used to clear the ice.

Not far away, at Gedney Farm, a big toboggan slide serves as a pleasant variation to the good skating which is usually to be had.

Lower Westchester, of course, like the city itself, feels to a considerable extent, the influence of the close proximity of the ocean, and the weather often plays unwelcome tricks on the seeker after typical winter conditions. Over much of this region,

"AN IMPROMPTU PARTY IN LOWER WESTCHESTER"

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TOBOGGANING ON LAKE PLACID

however, the snow not infrequently is of just the right quantity and texture to make snowshoeing and even skiing very desirable.

Long Island must take its winter sports when it can find them, because of the same tendency to perversity on the part of the Weather Man, but there are many days during the winter season when the skating is of the best at Garden City and at Piping Rock; when the coasting from the long hills of the Locust Valley region is of a quality to delight the enthusiast, and when enough of the Great South Bay is frozen over to bring out in force the lovers of the exciting sport of scootering.

If one has the time to go a little farther afield, he can be assured of a little more stability of climate at Tuxedo Park, for instance. It is a rare season which does not hold several months of ideal conditions for a very varied program of winter life outdoors. The lake affords excellent skating, as well as the lure of ice fishing, and it has long been noted as a center for the rather leisurely pastime of riding about in ice chairs. It is a country of hill and dale, which always means good coasting, and the snow blanket is there sufficiently thick and permanent to make the snowshoeing of the best.

Some similar conditions apply also in the northern Pennsylvania mountains. At Pocono Manor, much emphasis is laid on winter sports and the natural beauty of the region, with its wooded mountain sides, lakes and frozen streams, adds zest to the full enjoyment of these pastimes.

Time was, not so very long ago, when one thought of the northern mountains as a retreat from the trying heats of summer. The Adirondacks. White Mountains and the hills of Maine were looked upon as places which would bring refreshing breezes after the swelter of August days in the city, but, of late years, these famous playgrounds have all acquired a new allure. Winter, it has been realized, is a time to enjoy them to quite as great a degree, if in a different way than in the summer season. In this region, winter has a real meaning, it comes early and it comes to stay. There need be no fear of sudden thaws and periods of rain. Usually, after the first snow, one can count on uninterrupted months of sleighing, unbroken until the final advent of spring. Snow in the mountains does not mean a few inches here to-day and gone to-morrow, but two, three, sometimes five feet on the level, and drifts, the depth of which causes a fund of local rivalry and, it is to be feared, occasional stretching of local veracity. There, too, means cold. Zero is a moderate temperature, and temperatures far below a point which would cause a nine-days' comment in the city are the rule

A SLEDFULL IN MAINE

AT TUXEDO WHERE THE SNOW BLANKET IS THICK AND PERMANENT

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and not the exception, but with this cold comes a dryness and a quality of atmosphere which make even these exceptionally cold temperatures far more bearable and enjoyable than a much higher glass when there is a mixture of dampness. If one is warmly dressed and keeps in motion, he can stay out for hours at a time in temperatures far below zero. From the point of view of health, such climate is magnificent and a few days or a few weeks of winter sports under these conditions is quite sure to build up a fund of vigor and vitality which should extend pretty well through the ensuing year.

Realizing their peculiar natural advantages in this respect, many of the resorts, already well known in summer, have intelligently capitalized their winter climate. Great pains have been taken to augment the natural conditions by all possible artificial means to heighten the enjoyment of outdoor life. A round of varied pastimes can be enjoyed with nothing of monotony about them at Lake Placid, for instance. There the lakes are of sufficient size to give the advantages of river skating, and often lack the disadvantages of wind, which is apt to be a drawback on the streams. Hockey can be played under ideal conditions of ice and air. The ancient and honorable sport of curling finds ample scope for its enjoyment. Sleighing on the ice and skating races, where the propelling power is not oneself but a horse, especially shod, make other exciting forms of sport. Even baseball on the ice is a variation which finds its enthusiastic devotees.

Much stress is laid upon the winter enjoyments at Poland Spring also, where the natural surroundings make it possible to have a program quite as varied as that of the Adirondacks. The natural coasting is of the best in these mountain resorts, and in some cases, long, artificial toboggan slides have been constructed, rivaling in thrill some of the famous slides of Canada and Europe. Mile-a-minute speeds are obtained on some of these runs, and it is a sport which demands the coolest of heads and nerves of the chilled steel variety.

The great chain of the White Mountains forms a wonderful natural winter playground. When the snow is at its best, large parties from Boston and New England generally take delight in centering at some convenient meeting place, such as North Conway, and enjoy long series of days in the mountains on snowshoes and skiis. For those of hardy blood, the Presidential Range is at its best when under the deep white mantle of winter. The woods of spruce and fir seldom look more beautiful than when powdered thickly with snow. A long day through their silent majesty, when the crust is of just the right bearing and even the wind is hushed by the magic serenity of the snow, brings one back to the roaring fire at night with a new sense of refreshment of spirit and a new insight into the beauties of nature, which look would write after winter sports, the words, "worth while."

THE "OLD SCOTCH GAME"

The Work of the Automotive Engineers

BACK in the year 1904 a small group of enterprising men banded together to form the Society of Automobile Engineers, now called the Society of Automotive Engineers. At the outset the society confined its work largely to the automobile industry, but with the rapid advance of automobile engineering, it was found necessary to extend the field.

Among the most important benefits derived from the work of the Society has been the standardizing of parts used in automotive vehicle construction. This work, which does not interfere in any way with the individuality of design, has resulted in a reduction in the cost of manufacture, while bringing increased production, and the carrying of small stocks by the dealer. Car owners would find their repairing a difficult and lengthy procedure if there were no standard sizes. An example is the spark plugs. If every car had a different size thread for its plug, it would be impossible for the repair men to keep a supply in stock.

During the war the Society played a very important rôle. Committees worked in conjunction with the Ordnance, Motor Transport, and Air Service Departments, assisting in standardization work, calculated to facilitate production and increase the output to meet the demands of war.

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Sauntering Along the Trail of the Padres

The Story of the California Missions

Trowbridge Hall

Part III, San Juan Capistrano, San Gabriel

THE road still clings fast to the ocean's side, oftentimes in such close embrace that the spray from rolling breakers enfolds the "saunterers." Finally it pushes away and wanders towards the valley which widens into a great orchard plain, where orange trees sweeten the air, and peach and almond blossoms color the landscape. But ocean's magnetic call proves too strong and the philandering road, again enticed, hastens back to her, when, as if ashamed of giving way to this weakness, it hides behind a high scarred bluff, that is browned by the scorching sun to a hundred rich and varying shades.

The first town passed is Las Flores, which, as the name implies, is the center of great flower ranches, where carnations carpet the fields. Then comes San Onofre, notable only as the border town of San Diego county, the most distant out-post of San Diego's grabbing landsharks. Finally, the traveler reaches Serra, near which is the setting of one of Dana's famous exploits, so realistically told in "Two Years Before the Mast." Today, all that marks that once busy beach is a tumble-down shed atop the sheer thousand-foot-high cliff. At its base are still the protruding rocks against which the cattle hides were wont to lodge, when thrown from above. Now, they are white with the bird-lime of countless roosting sea-gulls—otherwise not a sign of life.

Three miles sharp inland and we reach the sleepy little town of Capistrano, thirty-five miles from San Luis Rey.

San Juan Capistrano

It is an oppressively heavy, murky morning, the air so surcharged with electricity that the dullest of nerves feels an answering tingle; while, over the sensitively responsive, creeps an apprehension of impending evil, so real that even the music of the saintly bells, now calling to early Mass, is unable to dispel.

It is the morning of December 8th, in the year 1812, the feast day of the Immaculate Conception, a holy day of obligation, and there is not one man or woman within sound of these ringing bells, physically able to drag himself or herself to church, who is not in church and soon kneeling on the bare tiled floor; only the musicians and singers, now somewhat noisily preparing for service in the choir loft above the entrance door are privileged to have a bench upon which to sit.

A few moments of waiting and four Indian acolytes appear at the sacristy door. Approaching with devout genuflexions they commence to light the altar, and as the flames flicker into steady glow, the nine statues, set in the nine niches of the reredos, seem to step out from their shadowed recesses and bless the kneeling people. There is Mary Magdalene, whose shining face endears her to all penitent women; Dominic, who, as founder of the Dominicans, fought for the conversion of heretics, and fights here again today; Antony, who was forever railing against covetousness and miserliness; Saint John the patron saint; Madonna with the child, and Mary, the blessed Virgin; all seemed to be interceding, praying and by their presence bringing comfort to contrite hearts.

THE ALTAR OF THE ORIGINAL CHURCH OF SAN JUAN CAPISTRANO

The candle light, reflected by the heavy silver candlesticks adorning the altar, is caught up by the two mirrors at either side, and broken into a hundred rays which settle into aureoles about the sacred images. For here, framed in shining gold, are hung two convex mirrors so that the priests, even while facing the altar when saying mass, may watch the often restive Indian congregation.

And every possible known method is employed to seize and hold their wandering attention. All seven domes of the church are painted in as many different garish colors, while the sides

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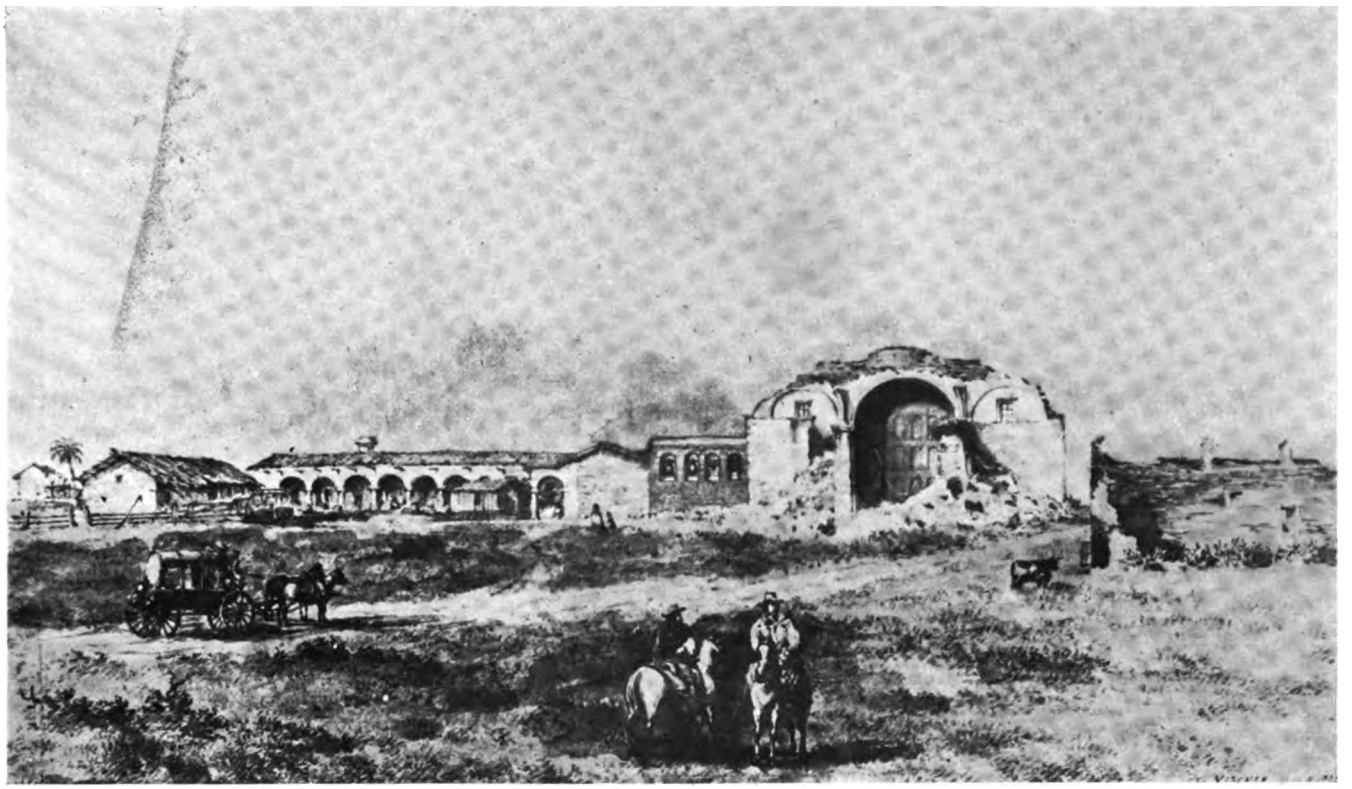

SAN JUAN CAPISTRANO AFTER THE EARTHQUAKE

are decked in crude designs of raw pigments, pleasing to their primitive taste. The walls are hung thick with pictures and statues of angels and saints, and the fourteen stations of the cross. In a further endeavor to assist the dull Indian mind to grasp religious truths, every visible church symbol calculated to strike the ignorant savage with awe is also used,—pictures of hell, death, judgment, and purgatory. One banner, which hangs clear to the wall, is painted on both sides,—the one side with a scene from the life of the Virgin, the other showing Satan roasting in the flames of hell; offering, as it were, the choice of becoming a subject of the Holy Mother, or broiling on the gridiron of his Satanic Majesty, and so realistically depicted that the issue is seldom in doubt.

At the first movement of the Mass, with the Kyrie Eleison, the neophyte orchestra, playing violin, flute, drum and cymbal, accompanies the singers. Stretched across the music racks are two huge leather-covered iron-clasped hymn-books whose vellum leaves are lined with a gigantic score, with the notes in different colors to indicate the different parts. A choir master frantically tries to direct with a long pole closely resembling a billiard cue. The Indians love to sing, and whatever they may lack in melody, they make up in power of lung.

The Sanctus bell rings thrice, and the faithful fall prostrate,—their heads almost touching the pavement, their hands the meanwhile, fumbling with rude rosaries.

At the altar, in gorgeous chasuble of woven silk and silver, the priest bowing low, says: "In spiritu humilitatis, et in animo contrito suscipiamur a te Domine"—Accept us, Oh Lord, in the spirit of humility and contrition of heart, and grant that the sacrifice we offer this day in thy sight may be pleasing to thee. There is a deep silence, not a movement,—not a sound. It is as though the people are expecting a divine apparition, a mysterious voice, or some awful revelation to come from the dim sanctuary.

The buildings slightly tremble, but this passes unnoticed by the people in the clutch of religious fervor and the priest continues: "Ne perdas cum impiis animam meam."

A low pitched rumbling issues from the earth, as it rises and falls in sympathy with the infernal refrain. The church rocks in violent movement until the domes split wide apart and the roof comes crashing to the ground. The people, paralyzed with fear, still kneel, with bowed heads and clasped hands, as though life itself is suspended.

Another violent trembling. The bell tower sways back and forth, and, gaining momentum with every movement, it finally topples and falls, full length, upon the Plaza far below. The gilded cock, that once topped the spire in exultant pose, lies with broken wings and sheared comb, a symbol of pride's short reign in this country.

Far above the noise of the crashing timbers and falling stones is heard the voice of the priest, "Sursum corda," as he beckons to all to come within the sanctuary. All who reach there are saved, but not one other, unless you are to believe the legend which tells that, in the late afternoon whilst the workers are striving to clear away the wreckage, a faint cry is heard coming from a mass of debris, and, digging deep, they find a new-born babe who is brought into the world by the hand of terror. The child lives and is known as *Nino del Tremblor*, or Child of the Earthquake.

It was in November, 1776, that this mission was actually founded, though a fruitless attempt had been made some twelve months before, which causes some historians to incorrectly record 1775 as the foundation date. It was named after St. John, born in Capistrano—San Juan Capistrano, a doughty old saint, always in the thick of every fight, usually in the forefront, with a crucifix as his only weapon. But his main claim to sainthood came not from fighting but from preaching to the army of Hunyadi, and the Book of Golden Traditions naively recites at some length, how very "moving" he was.

Many years rolled by before the Mission secured the material wealth and necessary number of converts to even start construction of the great church, which was intended to be a

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lasting monument to the Franciscan Fathers and their devoted laborers. Not until 1797, eleven years after the foundation, did the Padres find themselves strongly enough entrenched to attempt to cope with this herculean task; for, without architectural training, with unskilled labor and rude tools, the task was indeed herculean and the results little short of marvelous. A church was laid out in the form of a Roman cross, 180 feet long and 90 feet wide, with a tower so high that it could be seen at least ten miles away. The building material was of stone, which had to be brought from a quarry six miles distant. To do this the entire community was enrolled—men and women, old and young; children, little and big—one and all carried, from quarry to building, such stones as their strength permitted, creeping back and forth in an endless chain, like a stream of mason-ants.

It took nine long weary years before the great church could be blessed, and only six short years later the mythological beast who lived in the bowels of the world turned one night in his sleep and in turning lifted his blanket of earth so high that it toppled to the ground everything that had risen above.

Judging from ruined cornices, doorways and arches, which show many an exquisite touch, probably no other mission church was so elaborately carved as Capistrano. The official records recount how a master sculptor was brought from Mexico and put in sole charge of the stone carving, with permission to carry out his own ideas and he certainly gave full sway to idolatrous fancy. Most of the keystones bear emblems whose significance is full of mystery, though it should not be much effort of the imagination to lay them at the door of Aztec paganism. Doing so, history would only be repeating itself. At the time when Christianity triumphed over paganism, wealthy pagans were being buried in sarcophagi, decorated with reliefs inspired by mythology; and the Christians who followed the pagan example employed the same artists, who were so accustomed to the introduction of certain decorative motifs, that we still see on Christian sarcophagi, Medusa heads, griffens and cupids, the primitive sense of which has long since been forgotten.

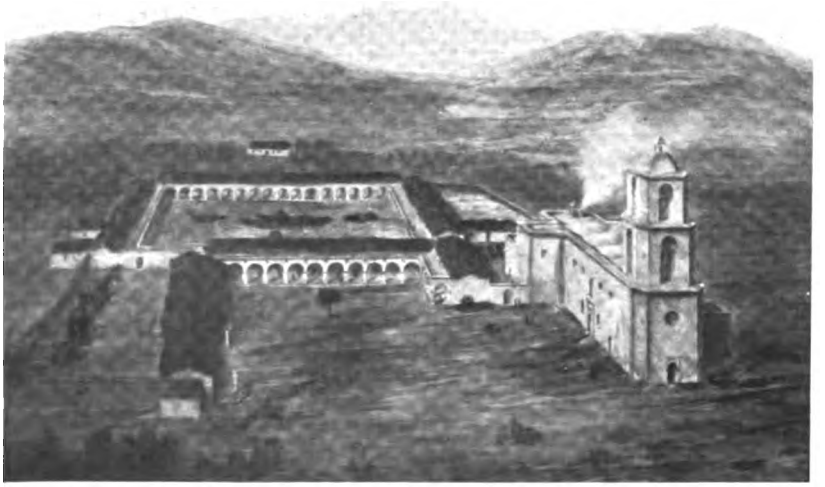
The present village of Capistrano remains, in spirit, much the same religiously superstitious town that it was years ago, even though modern thought has forced a change in form and method. In earlier days the great drama of Calvary was accepted by the inhabitants as a debt that must always be paid. They were obsessed with the conviction that the sufferings they individually or collectively could inflict on some village Judas would in a way mitigate the sufferings of that far-away white God about whose trials and tribulations the Padres daily taught them.

Following a service called Las Tinieblas—utter darkness—held in an unlighted church, with even the windows covered, when boards studded with nails were rasped together, boxes full of stones rattled and chains clanked—all expressive of the darkness and the fearsome noises at the crucifixion—the people betook themselves to the Plaza, where four stakes had been driven deep in to the ground, to which a wild bull had been tied, with a Judas already fastened to his back, awaiting the orgy of vengeance. To the clicking of prayer beads might be heard "The days of the sorrows of Jesus are here and must be avenged."

Today, and as far as the writer knows, here alone in all America, this old ceremony is relived in an annual hanging of a straw effigy of Judas on the day of sorrows—Good Friday.

Capistrano has the questionable distinction of being the first of all the missions to be secularized, an act that took place in 1833. So great was the destruction and vandalism that twenty-two years later all this once costly pile was sold for $710. The church has

SAN JUAN CAPISTRANO—A PICTURE OF TODAY



SAN JUAN CAPISTRANO FROM PLANS AND SPECIFICATIONS STILL EXTANT

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EARLY MASS IN THE CHAPEL OF SAN JUAN CAPISTRANO

never been rebuilt, the cloister ruins but little restored and most of the broken corridor-pillars give support now only to rose and honeysuckle vines, which fill the grass-grown courtyard with delicate fragrance. When dusk lays its veiling hand over the scars made by time and man, the inspiring beauty of this noble ruin fills the soul with a peace and joy, never to be forgotten.

From San Juan Capistrano to San Gabriel

The El Camino Real plunges farther and farther into the valley and for two hundred miles or more never so much as attempts to catch a glimpse of ocean's face, despite the many enticing bypaths and smooth asphalted roads which branch off from the highway and beckon seaward. All the way, well beyond Los Angeles, the seaside is fairly dotted with charming summer colonies, each modestly bidding for patronage by claiming the widest beach in the world or the deepest swimming pool on earth—something or other bigger or greater than anywhere else on any known hemisphere. In this shyly unassuming state whatever is not incredibly grand must be prodigiously high, monstrously broad or at least frightfully deep.

Soon the Kingdom of Oranges is entered and here the tree is sovereign. Some are in full maturity, with branches bending under the golden fruit; others in the springtime of youth, white with fragrant blossoms; many, still in baby clothes, carefully nursed in cradles of wire—acres and acres of yellow and green. Suddenly the road shifts from country to city, when there follows a procession of assorted sized towns, in which the houses invariably wrap themselves in wondrous blankets of either bougainvillea, honeysuckle or climbing rambler, only to hide behind hedges of heliotrope, geranium or calla lilies. After Santa Ana comes Anaheim, blessed with a strong German accent and an evident pride in the efficiency that brought the first irrigating plant to California and taught native Californians how much better than nature-rain was the power to make rain, whenever and wherever wanted, by merely turning a spigot. Then follows Fullerton and Whittier, a "friendly" thee and thou town, named by its Quaker founders after their beloved poet.

A couple of miles beyond and the bell-post points to San Gabriel boulevard, which runs straight to the village of that name, twelve miles from Whittier and fifty-seven from Capistrano—another one of those sleepy Spanish-Mexican villages, whose inhabitants "are singularly free from the dread disease of doing something always."

San Gabriel

Not far from Seville, in the little town of Campagna, so famous for bell casting that its name lives forever in Campanile (the bell tower), a crowd of religionists could be seen gathering about the well-known foundry of Paula Ruelas, devoutly eager to witness the birth of a bell which had been consecrated to the holy church.

In the open-air fire-pit was a huge cauldron, brimming full of molten copper and tin, which cast an unearthly glow over two of Ruelas's assistants, as they slowly stirred the spluttering, sizzling liquid. The model shell, into which the metal would soon be poured and allowed to cool in bell form, stood ready, close by, the men only waiting the word of command from the master. But there was yet one further ceremony before casting, today merely a matter of form, as only monks, nuns and the poor of the town were present. And Ruelas somewhat perfunctorily steps forward and asks: "Is there anyone present who wishes to sweeten the voice of this bell with a silver offering?" For in these days there was a firm belief in the efficacy of silver.

Away up in front, where he had squirmed his way through the crowd, stood little nine-year-old Miguel, with a look of childish exultation on his face. Clutched tightly in chubby hand was his most cherished possession—a real de plata—which, for safety, had been thrust deep into trouser pocket. For a moment he hesitated, but only for a moment, and then out from its hiding place came the little piece of silver, which was dropped into the steaming pot. As the coin struck the liquid fire there appeared a tiny bubble, which caught by the air, floated into space, a visible sign of the undying spirit of sacrifice.

Drawn to the foundry by an almost irresistible fascination, little Miguel would watch the workmen, day after day, as they cautiously trimmed and pared away the metal, testing with swinging clapper after every cutting. With each test the tones grew sweeter and sweeter, in time vibrating in musical chord, so exquisitely perfect, that all hailed the bell as "Angelus" and decreed that it should be baptized by that name. So, one afternoon, Miguel, as silver sponsor, found himself, with

THE CHOIR STEPS

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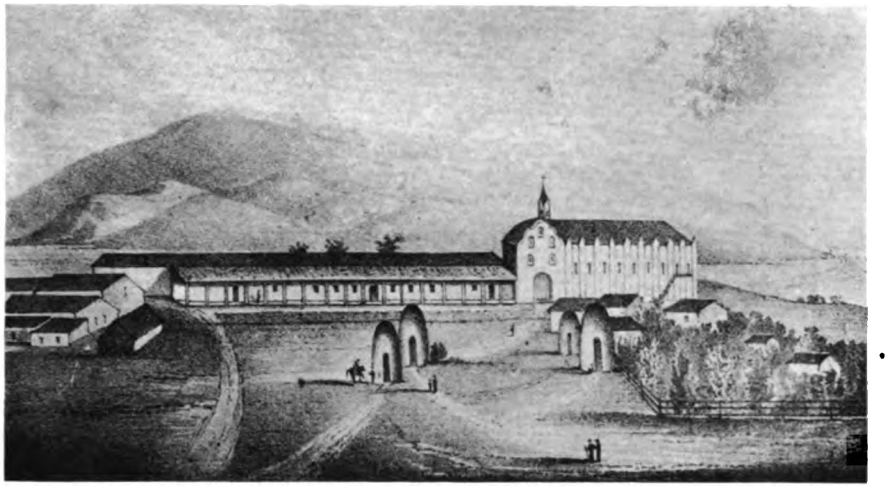

THE FIRST CHURCH

lighted taper in hand, listening to a white-vested Bishop and three attendant priests intoning the prayers of exorcism, imploring divine assistance against the evils of the air—the phantoms, storms and pestilences.

The bell, first washed with pure water, mixed with salt, was carefully dried by towels of spotless white. Then it was breathed upon to signify the expulsion of the devil, and anointed with oil to symbolize the gift of the holy spirit. Finally the Thurible, filled with myrrh and incense, was placed beneath it; and, as the fragrant smoke rose within, the priests sprinkled the bell thrice with holy water and named it "Ave Maria Santissima." The Bishop, the meanwhile, with outstretched hands, prayed: "May this bell be hallowed, O Lord, and consecrated in the name of the Father, the Son and the Holy Ghost. Peace be to thee."

Ancient usage declared that Miguel was spiritually bound to the Angelus bell with bonds that neither time nor distance could break.

Years passed and the lad Miguel, who had sacrificed his all in boyhood, grown to manhood, dons the brown garb of the Franciscans and as Father Miguel Sanchez consecrated his life to perpetual sacrifice. With St. Francis, he believed that the chief aim in life was to help others, not by praying alone in a cell or doing penance, but by "spending himself" in the helping, and when the call came for new-world missionaries it was only natural that he should be one of the first to beg for permission to devote himself to work amongst the Indians of America. His petition being granted, he sailed for Mexico and from thence journeyed to San Diego where he awaited orders from the Father Presidente who, in course of time, appointed him to San Gabriel.

With a Christian Indian as his only companion and guide, Father Miguel traveled over the trail blazed by the Padres who went before him—a long slender thread stretching over the hills and zigzagging down into the canyons beyond.

Towards the evening of the fourth day, after passing the plains of San Gabriel filled with great herds of cattle that fled swiftly at his coming, he neared the cultivated fields where hundreds of Indians were working. Even as he approached, the church bell tolled the hour for prayer and all, wherever they happened to be, knelt upon the ground, the beasts of burden themselves stopping at the first sound of the bell.

"At morn, at noon, at twilight dim,
Maria! thou hast heard my hymn;
In joy and woe, in good and ill,
Mother of God be with us still."

The bell ceases to ring and all arise —all except Father Miguel, who still kneels, as if in a dream. Those clear sweet tones carry him back to long forgotten days, sweeping away in the rush of emotions all sense of present surroundings.

He rouses himself with an effort. Faintness from lack of food and the fatigues of the journey are to blame, he thinks. But nevertheless he hastens his steps, and, on arriving at the bell tower, mounts the ladder and eagerly scans the bell inscriptions.

"Ave Maria Santissima
Paula Ruelas
me fecit
1730"

he reads, and man though he is, he weeps for joy. It is the meeting of a beloved friend, lost and found again.

In all the years that followed, no matter how hard the day's work nor how difficult or exacting the tasks that lay before him, never once did he miss ringing with his own hands the Angelus for evening prayer. Even when the years took their toll and the strength from his arms, the task was as easy as in the days of his early manhood—the bell almost rang itself. And when at last, just before sunset, after only a few hours' illness Father Miguel sank to his last sleep, legend asserts that the Ave Maria, in order to announce his departure, began to ring of its own accord. "Or was it only the bells in heaven which rang out a welcome to his pious soul upon its entrance into the company of angels?"

Mission San Gabriel, dedicated in 1771 to the Archangel who, in mediæval romance was known as the messenger of God and carried to heaven the prayers of men, was built in the usual Franciscan style—Spanish, flavored generously with Moorish, to

SAN GABRIEL OF TODAY

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which was added just a dash of early French and Romanic.

Grouped about a court or patio were the church, monastery, guardhouse and secular quarters, presenting a solid outer wall practically unscalable by the natives, and when the buildings were roofed with tile, even fire-arrows, the favorite fighting weapon of the Indians, were rendered harmless. In San Gabriel, for a very considerable time, there proved to be a far greater need for protection against savage hordes than at most of the other missions, not because the Indians were uncommonly bad, but because the soldiers were distinctly worse. During the Seventeenth and Eighteenth centuries Spain was driven by lust for new territory, in the gaining of which the church and her priests were always employed as inexpensive, handy weapons, though Spain's main reliance was upon force, and the soldiery ever accompanied the padre in his pioneer work. Usually these soldiers were the offscourings of the army. Many were convicts. Altogether they were an idle, Godless crowd, who shunned work and, as far as possible, church. Towards both they had to be encouraged rather forcibly, just as the Irishman enticed the pig into the pen with a pitchfork—the padres' pitchfork being the religious superstitions of the age. Here in San Gabriel, with no obligatory military duties to perform, the soldiers took to hunting as a pastime, an innocent enough amusement if their choice of game had not been so unfortunate; for it happened that many of the Indian women had husbands, in whom was aroused not only a pardonable skepticism about the virtues of this new religion, but a violent antagonism against those who preached it—a bitterness so actively displayed, that both priests and soldiers came miraculously near to losing their lives. The Book of Holy Tradition cites several miracles, which alone prevented an otherwise certain death. Once, when entirely surrounded by superior numbers, and about to be massacred, one of the friars raised aloft and waved the banner upon which was a picture of the Blessed Virgin, when in a sudden transition from hate to humility, the Indians knelt and made signs of submission. As a matter of fact, according to secular history, it took almost two years of patient, sacrificing labor, on the part of the padres, to wipe out the stain and regain the Indians' confidence.

The church and a small section of the monastery are the sole heirlooms left by these mission builders to the present generation. They make a long wall, of pinkish gray, crowned with tile of dullish red, buttressed at the church and by ten pillars, relieving somewhat its fortresslike appearance. Between church and monastery, as part of the wall, is the beautiful campanile, a constant inspiration to painter and poet.

"And every note of every bell
Sang: 'Gabriel!'; rang: 'Gabriel!'
In the tower that is left the tale to tell
Of Gabriel the Archangel!"

What is left of the monastery serves as a museum, guarded by a shrewd lay-brother, who punches a cash register as you buy your admittance, with all the assurance of a sideshowman. And, when a sufficiently large crowd of sightseers have assembled, he turns you over in a bunch to one of the guides, who sing-songs a few stories of the past, trots you through the church and sacristy, and turns you out onto the street. Not at all a holy mission atmosphere, but apparently a very lucrative performance, since the priests look well-fed, and the buildings are well-kept.

As the mission San Gabriel is but a scant half hour's automobile run, and a pleasant one at that, from Los Angeles or Pasadena, it would always be included in the regular itinerary of a certain number of Southern California's winter idlers; but it actually is visited by many thousands, drawn primarily by the Mission Play, produced annually just opposite the church.

Practically all the roles in this play, just as at Oberammergau, are assigned to the local inhabitants, who by religion Catholics, and by race Spanish or Mexican, live in everyday life most of their "parts"; for the old customs still prevail and the old-time solemn processions winding through the quiet streets with lighted tapers, garlands of flowers and smoking incense, can still be seen.

The "beads" are still told and the prayers still sung in the old tongue, while even the English-taught school children always play in Spanish. It is a people that still blindly cling to the old belief that God created the world in Spanish, even though the truth is stretched when asserting "that the Tempter persuaded Eve in Italian and Adam begged pardon in French."

In the gardens, still belonging to San Gabriel Mission, are fragments of the 150,000 vines, which were once fenced in by a hedge of cactus, twelve feet high, as protection from the roaming cattle. It was at San Gabriel that the first vineyards of California were planted and in prosperous years they yielded a good thousand barrels of wine and several hundred of brandy. To quote an Old Timer, "What them Padders didn't know about providin' for the saints an' angels to say nothin' of theirsel's warn't worth the knowin'." Since July, 1919, sad to relate, all the product of these vines must be exported to the "heathen."

The Padres have left on yellowed parchment leaves in beautifully engrossed handwriting the history of San Gabriel from the time of its dedication. They tell of the good old days when the mission lands extended for miles in all directions—on the east as far as the very mountains. The cemetery and one small field is all that remains. It was the same sickening story of loot and plunder, under the guise of secularization, which was a synonym for human, as well as material, destruction, for most of the mission Indians (children always, whatever their age) when left to themselves, not only lapsed into the bestial habits of their former savage state, but fell an easy prey to all the white men's vices.

Mr Hall will continue his story of the California Missions in the February number of MOTOR TRAVEL.

—Editor.

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Two Papers on Highways Presented Before the North Atlantic Division of the National Highway Traffic Asssociation

The Present Status of Impact Tests on Roadway Surfaces

Presented by A. T. Goldbeck, Testing Engineer, United States Bureau of Public Roads

IT has been estimated that the funds available for highway construction in this country during 1920 total $633,000,000 and this is more than four times the amount expended in any other previous year. It is likely that the future will show even higher figures than these and that road construction will be pushed as rapidly as road material resources, equipment, hauling facilities and labor will permit. In the face of such an enormous program it behooves us to build wisely lest we be extravagant either by too much or by too little initial expenditure for our various road systems.

Unfortunately, the necessity for such vast expenditures comes almost simultaneously with a new clause of traffic which exerts a different kind of destructive effect on roads than has been exerted by traffic in the past. The heavy motor truck has transformed the road problem from one whose solution, in days gone by, depended upon precedent, into an exceedingly important problem of design. We must be able to design our future roads to carry known maximum loads under known conditions of subgrade and weather, just as we are now able to design our bridge structure. We must not be satisfied with constant cross sections irrespective of subgrade conditions, but we must change the design of the road as nearly as practicable with changing conditions of subgrade. At the same time we must better subgrade conditions by more careful drainage. Recognizing these facts, and with the rational design of road surfaces as a goal, the Bureau of Public Roads has begun experiments to find out something of the fundamentals affecting road design.

Anyone who has stood on a hard road surface during the passage of a heavy truck has noticed the vibration set up in the pavement, indicating that the truck is exerting more or less of an impact action, even though the surface be comparatively smooth. Such action, of course, is much accentuated after the surface becomes worn in spots or wavy and the impact then becomes very noticeable. Heavy loads at rest on road surfaces exert but little effect except on surfaces which for some reason are too soft to bear the load. Actual tests have been made on a concrete road to gain some idea of the fibre stress in the concrete directly under a heavy wheel load of a loaded truck.* The indications are that when a wheel load of 8,500 pounds is at rest on an 8-inch concrete slab laid on a rather wet clay subgrade the fibre stress in tension is only about 34 pounds per square inch directly under the load, and since the modulus of rupture of the ordinary concrete road mixture is well over 400 pounds per square inch, and possibly as high as 600 pounds per square inch, the danger of serious cracking of the concrete under static loads is practically nil except at the corners of the slabs.

We must turn to impact then for an explanation of some of the past failures of road surfaces under motor truck traffic. How great can the impacts be as compared with the static weight of trucks? What impacts are likely to be exerted on road surfaces depending upon their degree of smoothness, and what effect have these impacts on different kinds and thicknesses of surfaces when laid on different subgrades? These are some of the questions we must answer before we can hope to design a road rationally.

The impact tests now being conducted by the Bureau of Public Roads aim to determine—

(1) The amount of impact delivered to road surfaces;

(2) The effect of this impact on different types of surface.

The method now being used for measuring the amount of impact delivered by trucks has been described elsewhere.* In brief, it consists of delivering the impact of a moving truck to a small copper cylinder, the blow deforming the cylinder a definite amount, depending on the intensity. In these experiments, a concrete pit has been constructed in the road surface and a hydraulic jack has been placed in this pit. The plunger of the jack is enlarged at the top with a platform of suitable size for receiving the blow of one wheel of the truck. The copper cylinder which measures the blow is placed under the plunger of the jack and the blow is transmitted through the plunger to the copper cylinder. The cylinders used are turned from ½-inch copper rod and are ½ inch in length. A large number of these cylinders are prepared and are given a special heat treatment to make them uniform in their physical characteristics. A number of them are selected from each lot prepared and are subject to pressure in a testing machine and the deformation of the cylinder is noted for each load applied. In this way it is possible to check up the uniformity of the lot of cylinders and also to determine how much load is required to deform them to a definite length. The impact deforming the copper cylinder is stated in terms of the static load required to deform it to the same length.

A little thought will show that there are a number of different ways in which impact can be delivered to a road by a motor truck and the test has been arranged to approximate these different conditions. For instance, the truck, while in motion, is caused to fall through definite heights, striking the plunger of the jack. Again the truck is made to strike obstructions of different heights placed directly on the plunger of the jack and, as described, later, several other variations of impact have been investigated.

The speed of the truck has been made one of the variables in these investigations in order to permit of determining something of the law of the effect of speed on impact. Different sizes and makes of trucks loaded with different loads are being used. Thus far the tests have been confined to solid tired vehicles, but it is the aim to extend them to an investigation of pneumatic tires and to special types of cushioned wheels and special tires. The impact of the rear of the truck has only been investigated as this impact is greater than that of the front wheels.

In this discussion no attempt will be made to treat of all the results obtained, but rather the essential features of the data will be pointed out. A number of curves have been selected from a large number of test results because they, in general, show the maximum impacts that have been measured. In the tests here recorded, a Class B, 3 to 5 ton standard army truck, a 5½-ton truck and a 1½-ton

*Thickness of Concrete Slabs, by A. T. Goldbeck, Public Roads, April, 1919.

*Preliminary Report of Impact Tests of Auto Trucks on Roads, by E. B. Smith and J. T. Pauls, Public Roads, July, 1919.

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truck have been used. All of these trucks are supplied by the Motor Transport Corps of the War Department.

Class B, 3 to 5-Ton Standard Army Truck

Curve 1 shows the results obtained with the Class B Truck loaded with 5 tons of sand and having a total weight of 7,750 pounds on one rear wheel and an unsprung weight of 1,837 pounds on one rear wheel. It should be noted that in general the higher the fall the greater is the amount of impact produced. The maximum impact pressure, when the truck was running 15 miles per hour and fell through a height of 3 inches, was 42,000 pounds and this was 5.4 times the static load pressure exerted by the rear wheel. When the rear wheel dropped through a height of only ¼ of an inch at 15 miles per hour, the impact pressure produced was 28,000 pounds, or 3.6 times the static load pressure. It will be well to note here that the unsprung weight of this truck is very heavy and it will be seen, as pointed out later on, that this has the effect of producing high impact pressures.

In Curve 2 the same truck, loaded in the same manner as above, was used but the rear wheel of the truck was caused to strike an obstruction which was placed on the plunger of the measuring jack. It was noted that this condition of impact was very much less severe than shown in Curve 1. In general, the impact pressure seems to increase with the velocity and also with the height of the obstruction.

In obtaining the results shown on Curve 3, wedge-shaped blocks were mounted on the plunger of the jack, the angle of inclination of the blocks being varied for the several tests. The rear wheel of the truck simply rolled over these wedge-shaped blocks and produced pressure on the copper cylinder. As would be expected, the pressure produced increases with the angle of inclination of the block and also increases with the speed. This condition of pressure is realized in the road surface when a truck rolls into a depression and the wheels strike the far side of the depression, and these tests show that the steeper the far side of the depression the greater will be the pressure produced on the road.

Should the depression be deep enough and the speed of the truck sufficient, the wheels will leave the surface of the road, jumping over the depression and landing on the far side with considerable impact. This condition was tested by placing wedge-shaped blocks on top of the jack as in the previous test, elevating the point of jump off and running the truck at a speed such that it fell on the center of the wedge-shaped block, giving the pressures in Curve 4. The height of fall in each of these cases was 2 inches. This gives a very severe condition of impact. These tests were very difficult to make, as it necessitated very careful driving to make the rear wheel land directly on the center of the jack. A large number of runs had to be made before results of any value at all could be obtained.

5½-Ton Truck

In Curve 5 results were obtained with a 5½-ton truck carrying a load of 5.65 tons, having a total weight of 8,060 pounds on one rear wheel and an unsprung weight of 1,000 pounds on one rear wheel. The tests were obtained by running the truck at different speeds and allowing it to fall through different heights. It will be noted in general that the pressure increases with the speed and to some extent with the height of fall. In the particular set of results recorded here, both wheels were allowed to fall through a definite height, whereas in the other tests only one rear wheel was allowed to fall. When two wheels fall through a certain height a slightly increased pressure under one wheel is produced than when one wheel only falls through the same height.

In Curve 6 the pressure measured was produced by the truck striking an obstruction placed on the jack, and this pressure is much less than in the previous case. The same general tendency for pressures to increase with the speed and with the height of the obstruction is shown just as in the case of the Class B army truck.

In Curve 7 the results were obtained when the truck rolled over wedge-shaped blocks placed directly on the jack. The same general shape of curves was obtained as in the case of Class B truck, the intensity being somewhat less in this case.

Curves 8, 9 and 10 show the impact pressures produced with a 1½-ton truck carrying a load of 3,660 pounds, having a total weight on one rear wheel of 3,475 pounds and an unsprung weight of 1,065 pounds. In Curve 8 results were obtained with the truck falling through various heights to the weighing device. In Curve 9 the obstruction was placed on the weighing device and in Curve 10 wedge-shaped blocks over which the truck rolled were placed on the plunger of the device for measuring the impact pressure. These curves are of the same general shape as the preceding ones and in view of the fact that this truck was lighter, the pressures obtained were less than previously described.

It was found from the preceding test results, that under certain conditions, the impact pressure produced by heavy motor trucks is very large, the highest pressure thus far measured being in the neighborhood of 42,000 pounds when the weight on the rear wheel causing this pressure was only 7,750 pounds. It was pointed out that the unsprung weight on one rear wheel of this truck was 1,837 pounds. In the case of the 5½-ton truck, which has an unsprung weight of 1,000 pounds, it has been shown that the impact pressures produced were very much smaller than in the case of the Class B army truck. Considering a specific case, when the Class B army truck, whose total weight of 7,750 pounds on one rear wheel, unsprung weight of 1,837 pounds on one rear wheel, fell through a height of 2 inches at a speed of 15 miles per hour, the impact pressure produced was about 34,500 pounds. In the case of the 5½-ton truck, loaded with a load of 8,060 pounds on one rear wheel, with an unsprung weight of 1,000 pounds on one rear wheel, and under corresponding conditions of speed and height of fall, the impact pressure produced was only 23,500 pounds, or only 68 per cent of the impact pressure of the army truck. The unsprung weight of the 5½-ton truck was only 56 per cent of that of the army truck, whereas the gross load carried on the rear wheel was slightly larger than in the case of the Class B truck. The indications are, therefore, that a light unsprung weight tends to lessen the impact of a truck on the road surface.

For a 1½-ton truck, having a total weight of 3,470 pounds on one rear wheel and 1,065 pounds unsprung weight on one rear wheel, the impact pressure at a speed of 15 miles per hour and with a height of fall of 2 inches was in the vicinity of 14,000 pounds per square inch. It will be noted that the unsprung weight of this truck is practically the same as that of the 5½-ton truck and the impact pressure produced is very much lower than in the case of the 5½-ton truck, so that it cannot be said that unsprung weight alone influences the impact pressure produced on the road but the sprung weight also exerts some influence on this pressure.

These facts are very significant, for they show that the gross load of a truck is not the only factor which influences the pressure of the wheels of the truck on the road surface. It is possible to have vastly different impact pressures exerted on the road by two different trucks, both having the same gross weight, but having different distribution of their sprung and their unsprung weights, and when questions

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of road design are to be considered, the actual wheel pressure on the road is the all important thing rather than the gross load of the truck. Would it not seem logical to take these facts into consideration in framing legislation dealing with the restriction of maximum sizes of motor trucks on roads, and moreover, do these facts not open the way toward a more equitable system of license fees than the more or less arbitrary systems based on gross load, carrying capacity or horse power now in use?

The effect of the speed of trucks on the amount of impact produced on road surfaces is indicated by these tests. It has been stated that the impact of vehicles on roads varies as the square of the speed, but the present tests indicate that within practical speed limits this is not the case. In the results obtained thus far the impact on the road varies with some power of the speed, this power, however, being less than two and extending down as low as one. The present data does not warrant a close analysis to determine this relation.

At first thought, it would seem that the impact should vary directly as the height of the fall when a truck rolls off an obstruction and falls on a road surface, but these tests indicate that this is not true, the reason being that the action of the springs of the vehicle give the unsprung weight an acceleration above that due to gravity and, depending upon the spring action and upon the amount of sprung and unsprung weight, the impact effects with various heights of fall are likely to vary with different trucks. The amount of spring deflection at the instant the impact occurs is another factor influencing the amount of impact on the road.

Having determined the amount of impact exerted on surfaces by trucks under these artificial conditions, the next question arises as to what impacts are actually produced on road surfaces of different degrees or roughness. Undoubtedly the road having a rough surface will be subjected to greater impact that the smooth road and information of this character has as yet not been obtained, but it is hoped that it will be possible to obtain these results within the coming year by means of special equipment now being constructed.

What use shall be made of the results of the impact tests in the design of road surfaces? The theory for the design of beams under static load states that the strength of the beam varies as the square of the depth and in one instance use has been made of this theory to place road surfaces of different kinds on an equal basis so far as their load carrying capacity is concerned. On the other hand, it may be shown theoretically that when loads are applied with impact on beams their strength varies directly as their depth and not as the square of the depth. With rubber tired vehicles it is a question as to whether the impact produced is of a suddenness requiring design by the latter theory, and it would seem to be reasonable that in view of the cushion effect of rubber tires the load carrying capacity of the slab will vary as some function intermediate between D and D^2. When the proper theory to use is determined, knowledge of the amount of load applied by impacts will permit of actually designing roads to properly sustain these loads.

Having obtained the amount of impact exerted by trucks, the next question is that of the damaging effect of impacts on road surfaces. We are attempting to gain some information on this point through a series of tests now under way. We have constructed a number of slabs seven feet square laid directly on the subgrade. Half of these sections are laid on a subgrade which is purposely kept wet and half of them are on a well-drained subgrade. The sections thus far constructed include concrete in depths varying from two inches to ten inches and brick constructed on varying thicknesses of concrete base. Various kinds of brick have been used, including repressed, wire-cut lug and vertical fibre brick. We have used monolithic and sand cushion construction; both Portland cement grout and bituminous mastic fillers have been used. One section is laid on a bituminous mastic cushion with a bituminous mastic filler. In other sections, the brick have been laid directly on the subgrade and in still others on a prepared macadam base. We are testing these slabs by means of an impact machine which is designed to represent the condition existing on the rear wheels of a truck. This machine has an unsprung weight of 3,000 pounds and will carry a sprung weight of 9,000 pounds. These weights correspond approximately to those that would exist on the rear wheels of a 7½-ton truck. The lower end of the sprung weight is shoed with a solid rubber tire and the whole weight will be raised to a height such that when allowed to fall, the impact delivered will be one that might be delivered by a 7½-ton truck. The observations will consist of noting the behavior of the surface under repeated impacts of this machine and will also include measurements of deflection of the surface. Nothing can be said of the results at the present as the tests have not progressed to that extent. We aim to continue these investigations with bituminous surfaces laid on concrete bases, using a 1:3:6 as well as a 1:1½:3 base. In addition, broken stone bases will be used under the bituminous surfaces.

With the completion of these tests it is hoped that sufficient data will have been accumulated to place the design of roads on a much sounder basis than at present and it is hoped that the results combined with the results of still other investigations will finally lead to a suitable method for determining with certainty on road types and cross-sections for definite subgrade and load conditions. The writer wishes to give acknowledgement for the work of E. B. Smith and J. T. Pauls who conduct these impact tests in detail.

Motor Vehicle Traffic which Requires the Use of Cement Concrete Foundations

Presented by W. G. Thompson, State Highway Engineer of New Jersey

I THINK the title of this paper, as given in the program, is somewhat ambiguous, since it rather assumes a differentiation between a class of motor vehicle traffic, for which concrete foundations are desirable, and one for which they are unnecessary.

Observation and experience of highway officials, especially in the Eastern States, during the past three years indicate that, of all types yet developed, cement concrete is the only foundation material capable of standing the strain of any appreciable length of time.

It is deemed unwise, except in isolated rural districts, to assume that any road should be designed with a view to its being used solely by light motor vehicles. Experience has proven that immediately a hard, smooth pavement is constructed, freight vehicles begin to use it, which fact is but natural and inevitable, since it opens to

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commerce hitherto inaccessible territory and enables farmers to use motor trucks on roads which, before improvement, were usable only by light automobiles or horse drawn vehicles.

This fact is especially noticeable in the agricultural sections of New Jersey. Five years ago the farmers supplying the Philadelphia markets and the large canning industries in Camden were accustomed to load possibly one or two tons of produce into wagons in the afternoon, and start between midnight and two or three A. M. in order to deliver fresh produce to the city market each morning. The advent of the smooth, hard pavement and motor truck has brought about a radical change in transportation of this produce. Hundreds of farmers now load from two to four tons on trucks and make two or three trips in the same time formerly consumed in making one trip with only one or two tons.

A knowledge of these facts strengthens the conviction that the policy of building foundations incapable of bearing the heavy freight trucks is economically unsound; and since the foundations and pavements built for freight traffic are suitable for light vehicles, the course to be pursued by highway officials should be obvious.

Those who manufacture, own and operate motor trucks need not be told how rapidly freight motor vehicles are increasing in number. Their chief concern is as to whether the construction of all-year, smooth, safe pavements will keep pace with the annual increase in the truck output.

We, who are charged by the public with building adequate pavements, must constantly watch traffic development, both as to numerical, weight and dimensional increase, in order that we may design and provide for the future, rather than the immediate present.

I quote below from vehicle traffic census taken at the Pavonia ferries of the Erie R. R. on April 4, 1919.

It is admitted the census was taken in a congested traffic district, yet it shows that the commercial truck far outnumbers all types but the two-horse trucks. Knowledge of the increase in number of motor trucks during the past five years makes the thoughtful person pause and wonder what the next five years will bring to us, especially if considered with the fact that more than 6,000,000 vehicles of all classes now use the Hudson River ferries annually, and that about 7,000 tons now pass daily over one highway, paralleling the Pennsylvania Railroad main line between Newark and Trenton.

The Service Recorder Company of Cleveland stated that motor trucks in this country increased from 60,000 in 1912 to 600,000 in 1918; an increase of approximately 90,000 per year. Assuming the average price at $3,500, which is somewhat low, the present annual investment in motor trucks alone is about $315,000,000.

The country is spending for highway construction this year between four and five hundred million dollars. Unless we build the very best obtainable, what will the highway construction and maintenance bill amount to five years hence?

What then, are and will be the requirements of highways which will properly carry the traffic volume and tonnage of the next decade? It is indeed a hard question to answer, since manufacturers and users will take but little cognizance of highway development, and will be governed only by the demands of industry for transportation facilities.

This country is just entering upon the greatest highway construction era in its history, but it should be borne in mind that the annual construction in any locality is limited and controlled by local financial conditions, unless, considering it a national necessity, the Federal Government should step in and annually appropriate hundreds of millions toward the work.

Experience and observation of conditions lead me to the conviction that no interurban highways should hereafter be built in the Middle and North-Atlantic States between Norfolk and Portland, Maine, having lesser widths of hard pavement than twenty feet for two lines of traffic. Graded widths for two lines of traffic should not be less than thirty feet. Rights of way on all main highways should be sixty feet or more. Foundations should be of nothing but the best concrete obtainable, not less than eight inches thick, if other types of surfacing are to be used. If concrete pavements are to be used, they should not be less than eight inches thick.

Before any foundation is laid, painstaking care should be exercised to provide adequate and permanent subfoundation drainage facilities. The millions of motor vehicles which now are and will be using the highways make it imperative for human safety that the greatest length of visibility possible be obtained on curves, and laws passed prohibiting future erection of sign boards, etc., on the inside of curves.

The tremendous increase in gasoline consumption makes it especially desirable and necessary to reduce grades to the minimum. Highway bridges should be designed for not less than 20-ton loading, assuming that 75 per cent of the load is carried on the rear axle. Railroad grade crossings should be eliminated as rapidly as possible.

A comprehensive system of marking highways to indicate direction and distance should be installed on all highways to enable strangers in any locality to proceed with the least inconvenience and loss of time. All city streets connecting through routes should be so marked as to direct through traffic from the congested centers where practicable.

The adoption by all states of a uniform traffic law is one of the most important matters for immediate consideration, since present laws in each state differ from those in adjoining states, causing confusion and inconvenience to motorists. A nation-wide uniform law covering rules of the road, equipment of vehicles, licensing of vehicles and drivers, permissible speed, weights and dimensions of vehicles, etc., would go far toward eliminating existing unsatisfactory conditions. A tentative draught of such a law was drawn by the Federal Highway Council and is now being examined by highway officials in every state, with a view to having it enacted into law by each state legislature when all are agreed upon its general provisions.

Certainly there is now in evidence on the roads an utter disregard of the rights and safety of others, and of even ordinary courtesy.

In outlining the above views as to the general requirements of construction and use of the modern highway, I consider none of them Utopian. They are the minimum requirements necessary for safe, economical conduct of transportation.

From *To*	SINGLE (One-Horse) Vehicles	DOUBLE (Two-Horse) Vehicles	Commercial Autos	Pleasure Autos
23d Street, Jersey City.....	49	200	161	17
Jersey City, 23d Street.....	41	245	84	6
Chambers Street, Jersey City.....	197	285	237	22
Jersey City, Chambers Street.....	156	168	351	11
	443	898	833	56

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Latest Customs and License Regulations for Automobile Touring in the British Isles

F. H. Wakefield, Foreign Department, Automobile Club of America

AS a result of conditions brought about by the War, regulations affecting automobile touring in the British Isles have undergone one most important change. Whereas, formerly, importation of motor vehicles into the United Kingdom, either for touring purposes or for permanent use, was entirely free, there is now a fairly high customs tariff imposed.

Duty is charged on automobiles, motorcycles, motorcycles with sidecars and on component parts and accessories at the rate of 33 1/3 per cent. ad valorem, which means the value of the vehicle plus marine insurance and freight. For example, an automobile worth $3,000, shipped to England at a cost of $450 for ocean freight and $50 for insurance, is valued for customs purposes at $3,500. Duty payable on this valuation at 33 1/3 per cent. is $1,166.66, which would be the amount collected at the British port of entry.

In order to facilitate the temporary entry into the United Kingdom of motors belonging to Members of the Automobile Club of America, a very satisfactory arrangement with His Majesty's Board of Customs and Excise in London has just been completed by the Royal Automobile Club of Great Britain. A document known as a Customs "Pass-Sheet," which is practically identical with the familiar Triptyque that did so much to simplify European touring in pre-war days, has been designed by the Royal Automobile Club and has been accepted under the usual guarantee by the British Customs Authorities. The use of this document obviates a member's having to pay duty in cash when the vehicle enters Great Britain and of obtaining a refund from the Customs when it is brought out again.

British "Pass-Sheets" are issued by the Automobile Club of America to its members only, on behalf of whom the Royal Automobile Club has guaranteed payment of duty in case the prescribed formalities are not properly observed.

When issued to members of the Automobile Club of America the "Pass-Sheet" consists of three leaves or sections, numbered I, II and III, and the practical method of making use of the document is extremely simple. The first time the vehicle enters the United Kingdom, Section I is detached by the British Customs Officer, and a record of date and place of importation is made on Section III. When the vehicle finally leaves the country Section II is detached by the Customs Officials and the date and place of export recorded on Section III. The surrender by the member to the Automobile Club of America of Section III properly completed releases his liability and that of the Royal Automobile Club for payment of duty to the British Board of Customs. During the validity of the "Pass-Sheet," which lasts for twelve months, any number of temporary exits from Great Britain and re-entries may be made, the final exportation of the vehicle being obligatory within one year from the date of issue of the document.

The British Customs "Pass-Sheet" is intended to facilitate temporary touring only within the British Isles and not permanent importation. Should a motor-vehicle, originally imported for touring purposes, be sold in the course of the tour or not be exported within the twelve months' validity of the "Pass-Sheet," full duty would be claimed by the Customs Authorities and would have to be paid.

All motor vehicles, whether imported for temporary touring or for permanent use in Great Britain and Ireland, must be registered with the Licensing Authorities before being operated, and must be furnished with the regulation number markers. The registration fee for an automobile is £1.0.0., which is not an annual charge as in the United States, but is paid only once, when the machine is originally registered. Drivers, including car owners, paid chauffeurs and all other persons operating a motor driven vehicle, must be over 18 years old and must secure a driving license, the fee for which is 5s., renewable annually. At present no test or examination is necessary in order to obtain a driving license, though it is possible that this immunity may be done away with before very long. Inland Revenue Taxation is levied on motor vehicles while in use in the United Kingdom, but visitors, importing their machines for private touring purposes only, are exempt from payment of the tax during the first four months of their visit. The result of this regulation is that, as a tour throughout the British Isles does not often extend beyond four months, visitors are seldom called upon to pay any taxation at all. At the end of the four months' period, however, which can in no case be prolonged, taxation becomes payable according to horsepower calculated on the Royal Automobile Club formula, at the following rates:

Motor vehicles	less than	6½	H.P.	£2.2.0	per annum
" "	6½ to	12	"	£3.3.0	" "
" "	12 "	16	"	£4.4.0	" "
" "	16 "	26	"	£6.6.0	" "
" "	26 "	33	"	£8.8.0	" "
" "	33 "	40	"	£10.10.0	" "
" "	40 "	60	"	£21.0.0	" "
" "	more than	60	"	£42.0.0	" "
Motorcycles of any Horsepower				£1.0.0	" "

Royal Automobile Club's Fishing Association

MANY members of the Automobile Club of America will doubtless recall the assistance they used to receive in pre-war days from the various sporting departments of the Royal Automobile Club in making arrangements for fishing, shooting and similar expeditions in different parts of the British Isles.

Sir Julian Orde, the Secretary and General Manager of the Royal Automobile Club, has kindly sent word that his Club is once again carrying on its activities in connection with various sports and cordially invites members of the Automobile Club of America to avail themselves of his admirable organization.

"In case you should ever be asked by any of your members," writes Sir Julian, "we venture to advise you that the Royal Automobile Club's Fishing Association is again very active, and that arrangements are complete for advising on and making provision for duck-shooting and sea-fishing, the Royal Automobile Club motor-boat being available in and around Southampton Water. There is also some of the finest trout fishing in the country, as well as pike fishing, to be had on the Norfolk Broads."

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THE FIRST FLOOR AT THE PALACE

Refinement of Design the Trend at the Automobile Show

IN summing up the Paris and Olympic shows, which are the national shows of France and Great Britain, *The Automobile Engineer*, of London, said: "And in both countries to practically an equal degree there is a very definite tendency towards an improved exterior purpose." This same tendency was observable at our national show just held at the Grand Central Palace.

This tendency, accompanied by a refinement of design, has come because the people have come to know that the majority of the cars at the show have a "built-in value," a value which comes from a well-balanced design, careful and scientific workmanship, and has been determined by the actual performance of the car. As a result, secure in this knowledge, the people are looking for those refinements which add to the pleasure and ease of driving and at the same time lighten the car itself. They also discriminate and fully judge appearance, design, paint, upholstery, and the appointments, all of which enhance the value of the car.

It is these latter refinements that attract the attention of the woman, who is now the critical automobile buyer, and in nearly every case enters into the purchase of a car. It is the woman who appreciates nice colors and comforts, whether she drives or simply rides in the car. She likes a car that steers and rides easily, has well designed seats, and affords good weather protection.

The trend of design in regard to the cylinders shows that the sixes are still gaining in the battle which started in 1910. The following table shows the percentage of advance that the six-cylinder motor has made each year:

Year	Sixes	All Other Types
1910	10	90
1911	17	83
1912	19	81
1913	36	64
1914	45	55
1915	47.5	52.5
1916	45.8	54.2
1917	47	53
1918	51.7	48.3
1919	53.2	46.8
1920	55.8	44.2

The curved front or pointed radiator, which was practically general at the Olympic and in general favor at our Salon, had but few exponents at the Palace. And these in every case were the higher priced cars.

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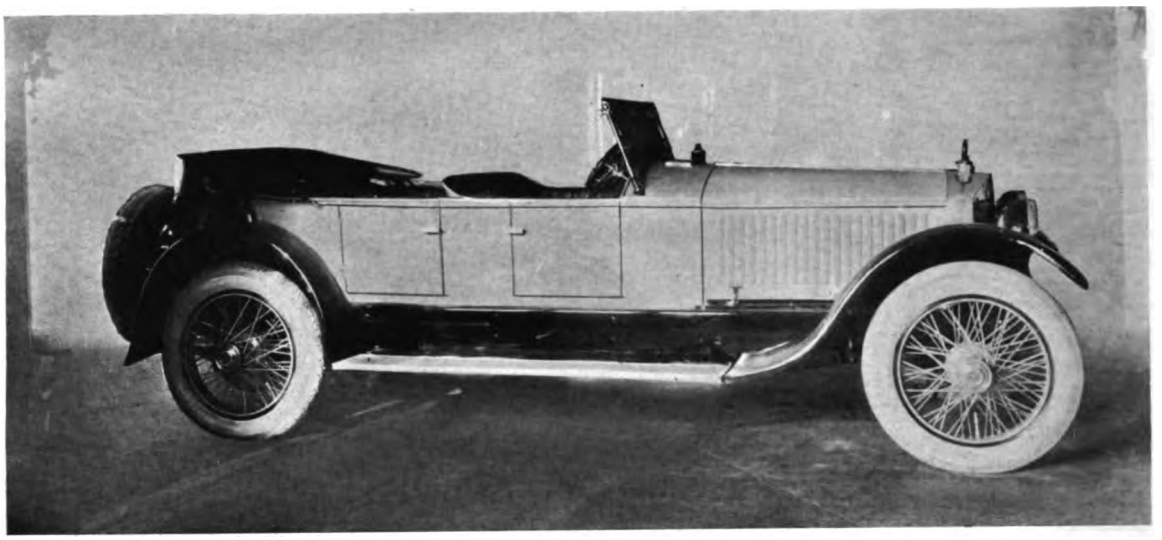

THE NEW OWEN

THE MARMON LIMOUSINE

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Some of the chassis in the show had lighting and starting units which were really not incorporated in the design, and although such units were not necessarily badly placed or inaccessible, yet they obviously formed no part of the original design.

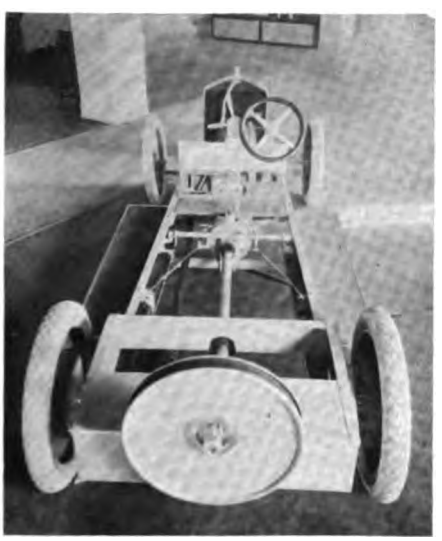
The exhibits from the standpoint of accuracy and workmanship showed the wonderful effect of the war, which caused engineers and workmen to progress further than would have been possible in several times as many years of peace. But while the war forced rapid strides in improvement, the whole result of war knowledge has not yet been incorporated in the building of cars.

In price the range was wide. It ran from $715 to over $11,000. In every case, however, there was noticeable a care in assembly and the elimination of a great many unnecessary details which will result in reducing rattles and repairs. These changes, with the added refinements shown on all models, will enable cars to travel further over rough roads without developing squeaks.

In cooling fans there was a noticeable deviation from the standard that applies to many other parts of the car. It deviated from the two-bladed aeroplane propeller fan of the Chalmers to the many-bladed fan of the Stevens-Duryea, which is again being manufactured.

Steel wheels, a European idea, which has found much favor among the high priced cars, were plentiful this year. About forty of the cars at the show were equipped with them. In some cases they were standard equipment and in other cases it is optional with the buyer as to whether he will have them or the wooden or wire wheel.

The automoble salesmen said it was noticeable that the visitors to the show this year displayed a more intelligent interest in the engines and running gear than they have in past years. This was probably due to the fact that many of the men and women who drove cars during the war had to become intimately acquainted with them. These people came to the show to see what is being done to make driving more convenient and riding more of a pleasure during off-duty hours.



FERGUS, THE HIGHEST PRICED CHASSIS AT THE SHOW

As with the cars, there were more accessories shown than ever before. This was due in part to the fact that they had more space allotted to them. On the accessory floor the same tendency to refinement in design was noticeable. Once there were but two or three shapes in which one could buy that little mirror that so many motorists have on the car, so they can watch the road behind and see that no motorcycle cop is stealing up on them. Now there was one dealer that showed this mirror in more than forty different shapes and sizes. Another had a mirror by means of which one could look out through the opening in the rear of the top directly behind the car and make sure no unwelcome guest was hugging the back end of his car. In fact, the automobilist, wandering about, was liable to see many things that he felt the automobile manufacturer should carry as standard equipment.

Many favorable comments were made on the sentinel-like bay trees, the masses of floral decorations and the holiday greens that greeted visitors at the entrance of the Palace and also on the panels within the building which bore coats-of-arms and the names of the cars, and were done in imitation of the old style English tapestry. But the strongest comments were made on the signs about the building worded: "*We need Government assistance for national roads*" and "*Wealthy communities have good roads. The good roads make them wealthy.*" The attention paid shows the great interest that the public of today is taking in roads. They are beginning to realize that roads are the life blood of the country. While these signs were about the smallest in the building, it is fair to say they attracted the most attention.

There was a total of eighty-four manufacturers who exhibited the following passenger cars: Allen, American Beauty, Anderson, Apperson, Auburn, Biddle, Briscoe, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cleveland, Cole, Columbia, Comet, Commonwealth, Crow-Elkhart, Davis, Detroit Electric, Dixie Flyer, Dodge Bros., Dorris, Dort, Elcar, Elgin, Fiat, Fergus, Franklin, Grant, Haynes, Hollier, Holmes, Hudson, Hupmobile,

INTERIOR OF THE CADILLAC COUPE

Jackson, Jordan, King, Kissel Kar, Kline Kar, Lexington, Liberty, McFarlan, Maibohm, Marmon, Maxwell, Mercer, Metz, Milburn Electric, Mitchell, R. & V., Monitor, Moon, Nash, National, Oakland, Oldsmobile, Pontiac, Overland, Owen Magnetic, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Premier, Reo, Roamer, Saxon, Sayers, Scripps-Booth, Standard, Stanley, Stearns Knight, Stephens Six, Stevens-Duryea, Studebaker, Stutz, Templar, Velie, Westcott, Willys-Knight and Winton.

The exhibitor who did not show a coupe this year seemed to be the exception. There is shown here a picture of the Cadillac Coupe which follows what is coming to be the standard seating arrangement. This places the seat of the driver a little forward and lends itself to the greatest comfort, though farther along there is shown the unique seating arrangement of the Briscoe Coupe, which is comfortable and, due to the bulge in the back of the body, gives carrying space for bags or other articles.

Many of the manufacturers gave the student an ideal chance to study improvements and the action of their cars in motion. There are many chassis shown with parts cut away so the observer could watch the actual rising and lowering of the pistons, the turning of either the crank shaft or the differential, the seating of the valves, the movement of the valve springs and the workings of the carburetor. All of this work was shown really happening by the simple expedient of mounting the chassis off the ground and having an electric motor run the car.

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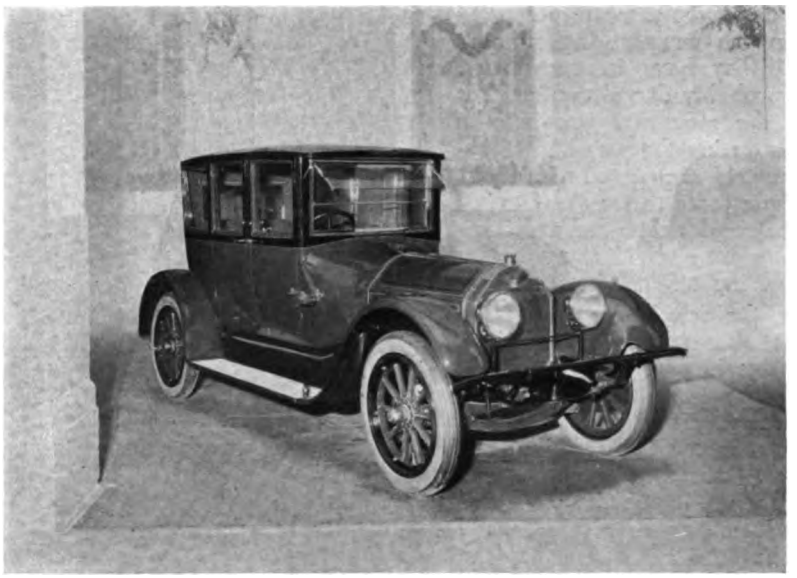


THE PIERCE FOUR-SEATED SEDAN

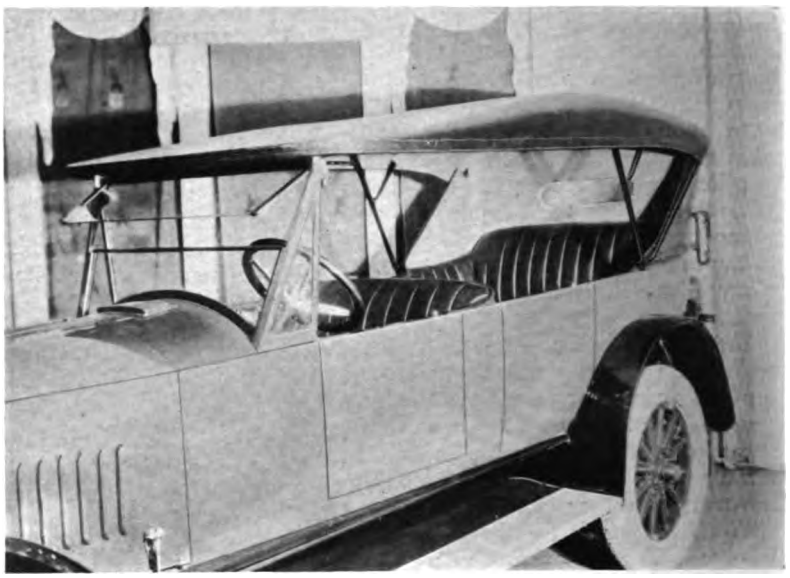
The Mitchell people had a pair of rear wheels mounted on a stand and a part cut away so that the watcher could see the working of the brake drum and the axle on which the wheel hung.

Of the many chassis in the show the highest priced was the Fergus, which sells for spring delivery at $7,500. This is the same "owner-driver" chassis that attracted so much attention when first shown in 1916. It was then, as now, a center of interest, for from the opening until the closing of the show it was surrounded by a crowd. The motor is a four-cylinder engine capable of developing eighty horsepower. The transmission case has a clearance of nine inches. All the moving parts are enclosed, even the springs being leather covered. One of the changes is shown in the chassis pictured, the gasoline tank now being filled through the hub on which the extra steel disc wheel is mounted.

Just around the corner from the Fergus was the Stanley steamer, which was another attraction that always drew a crowd. It was the only steam car in the show. They had a touring car and a chassis on exhibition, around which the crowd gathered to listen to a demonstration of the merits of the steam car.

On this same floor there was an exhibition of Owen Magnetic cars. This was one of the models that had a pointed radiator that went far to accentuate the lines of the car. There was a robin-blue touring model that was looked at often by nearly all of the ladies who passed the exhibit. They all wanted to sit in the car and try to imagine how well they would look in one on the road.

The Marmon, besides exhibiting at the show, had a space at the Hotel Commodore, where the buyer who insisted on knowing the engine to the last degree could have his desire fulfilled; for here two men would tear down and completely rebuild the new high power Marmon motor in an hour and forty-five minutes; at the same time there was given a detailed explanation of the motor and its workings.



THE STANDARD WITH ITS SIDE WINDSHIELDS

The Liberty car people exhibited their new engine and their emergency brake which operates on the drive shaft, a plan that was popular some years ago here and is still retained by one of the foreign cars sold in this country that has a reputation for "standing up."

The Mercer people had included in their exhibit one of the most interesting closed cars at the show—a limousine body with the Mercer lines that are recognized anywhere. Above the windshield was a leather sunshade that is a necessity when driving into the sun. Inside there was a glass partition between the front and rear seats so arranged that one could lower it and thus convert what was a four-seated limousine into a six-seated Sedan model. This is an ideal car for the person who at certain seasons of the year keeps a chauffeur and at others drives himself.

The Stevens-Duryea is once more numbered among those who exhibit. They had two models at the show, one a stock chassis stripped and

THE COLE TOUROSINE

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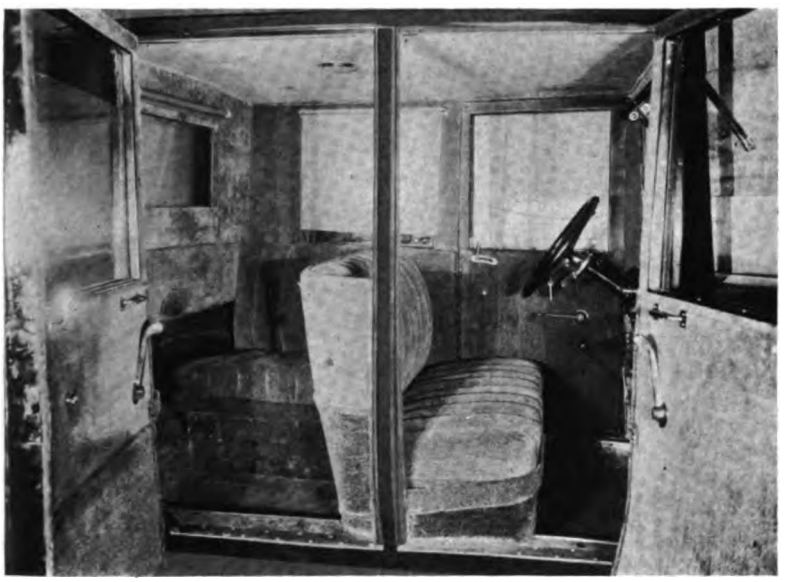
another with their stock body. This car, which was always classed as a leader and noted for its fine work, from all appearances ought to more than equal its past reputation. When the building of Stevens cars stopped many people felt that the ideal car was gone, so its return was the cause of many expressions of delight.

There was one car there, the Paterson, that has the only six-cylinder Knight motor built in the United States. Then the Standard car, with its side extension of the windshield at an angle, was summed up by one of the men who drive their own cars as "a protection that ought to be on every touring car."

The Cole exhibit was noticeable from the viewpoint of straight lines. The man who designed the various models has eschewed all curves and confined himself entirely to straight lines, and in the effort to accentuate them gave the tops of the sides a beveled edge.

During the show the Franklin people announced that one of their touring cars had just

THE BUICK, ONE OF THE MANY COUPES AT THE SHOW



ODD SEATING ARRANGEMENT OF THE BRISCOE SEDAN

arrived in Boston after a 972-mile trip across the roads of Maine. This trip was made from Boston to Fort Kent, Maine, and return, and was done in twenty-four hours and forty-six minutes, an average running speed of 39.24 miles an hour over rutty, frozen roads. They had at the show an extra wide door Sedan which also had a pointed windshield. The wide door aroused as much enthusiam as did the trip, for it fills a long-felt want. It is one door that you may safely ask the lady of the house to use, for no matter how voluminous her wraps they are going to catch and tear as she enters the car.

The Pierce-Arrow dual valve motor, which is made in two sizes, attracted its fair share of attention. This is the engine that the Pierce people are offering to overcome the difficulty of crowded traffic. Their town brougham at the show which was engined with a 38 horsepower, cannot, they say, be surpassed for shopping, theatre or city use.

On the accessory floor was an exhibition of the Charles Schutte Body Company, which had some of the sportiest types of body work shown at the show. They had a limousine body and on the back of the front seat there was a cowl finish in which were embodied duplicates of the many instruments placed in front of the driver. These included a clock, speedometer, hill-long for indicating the grades of the hills traveled, and an engine thermometer. There were also two roadsters, one finished in cerise and cream, the other in canary yellow. All of the cars shown were remarkable because of the immense size of their steering wheels.

There were several electric vehicles at the show, and one of them, a small town car, had a rack alongside the driver which was designed to carry the market basket of the woman who would do her own shopping. Outside of this the designers had contented themselves with minor refinements.

It is well to remember that this show is the opening gun of a campaign to sell 2,200,000

THE SAXON SIX

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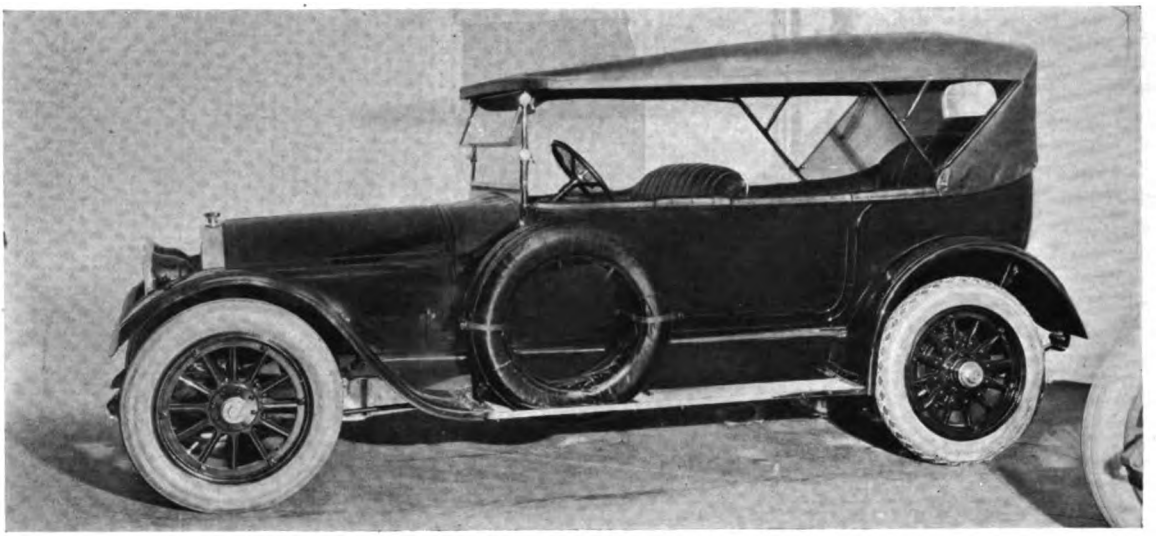
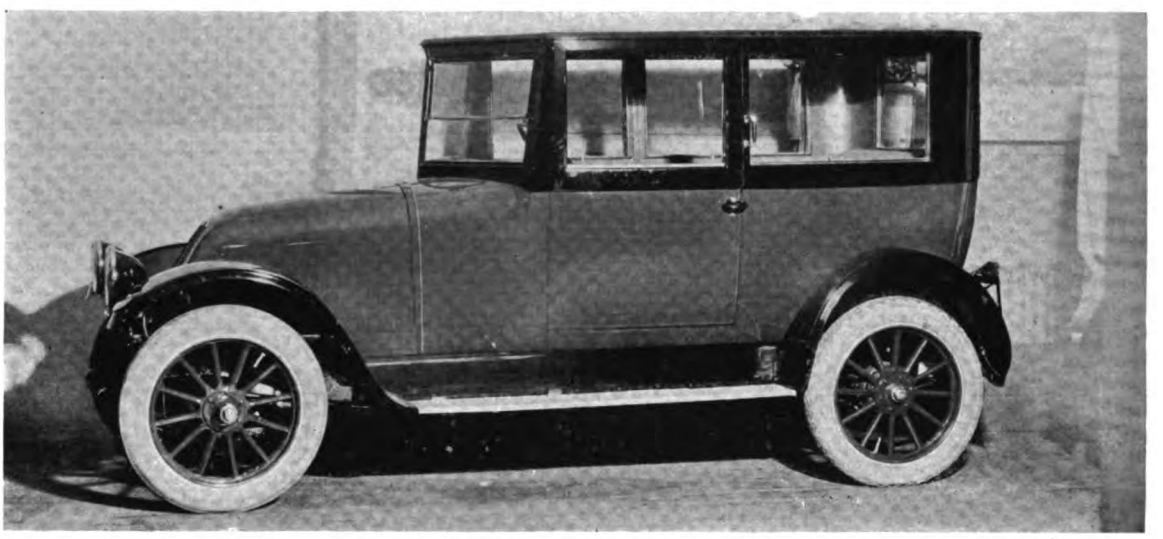
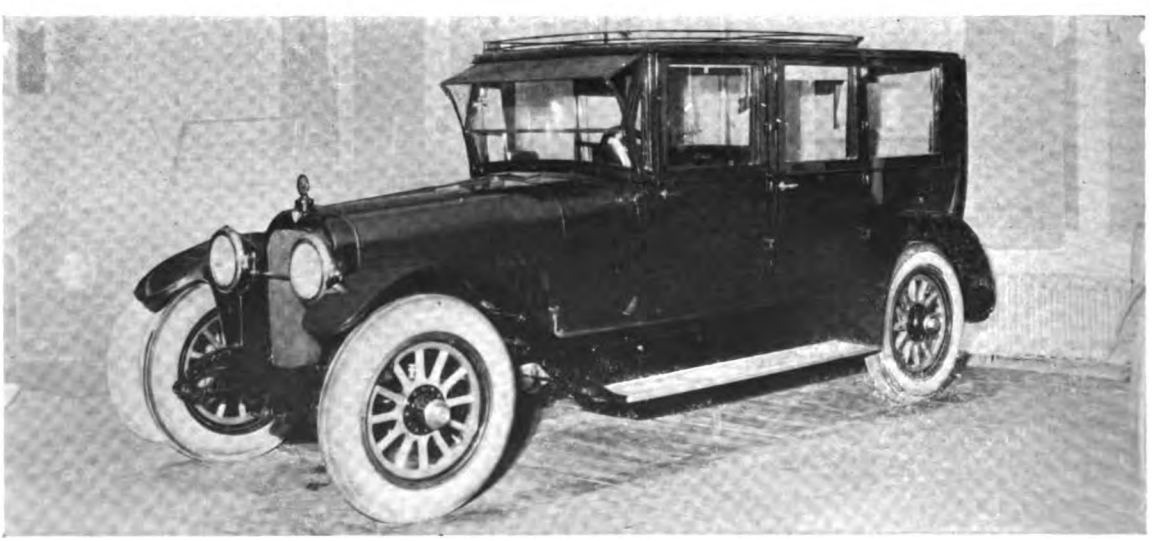


THE STEVENS-DURYEA IS BACK AGAIN



FRANKLIN—ITS WIDE DOOR AND POINTED WINDSHIELD ARE NEW TO THIS CAR



THE MERCER LIMOUSINE WITH NEW FEATURES

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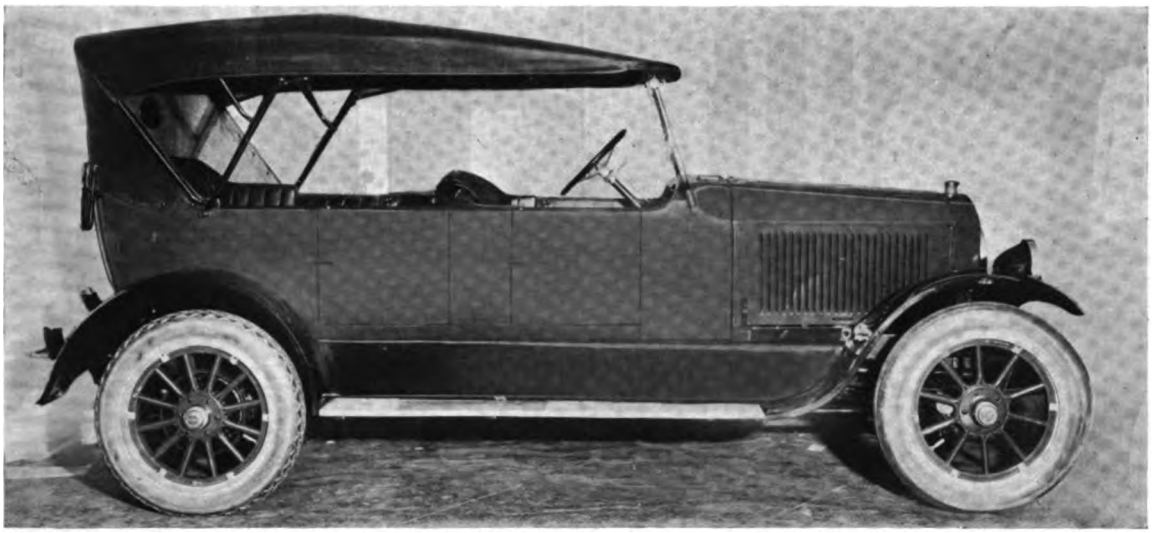

THE STANLEY STEAMER

cars this year. But the man who decides to wait a while will do well to remember there has been a shortage of cars for the last three years. And as for getting immediate delivery—well, one man, after looking over a certain coupe, told the salesman he would like to get one. He was rather put out when informed he would have to wait until some time in June, and then there was no real assurance that they could fill his order.

President of the Touring Club de France Retires

MANY members of the Automobile Club of America who have at various times had reason to appreciate the efficient organization of the T. C. F. will learn with regret that Monsieur Ballif, president of the Club for over a quarter of a century, has recently relinquished his honorary and arduous duties.

Automobilia of Paris publishes the following note on what is an event of considerable importance to European tourists as well as to a large number of American travelers to the other side of the Atlantic:

Having for the last thirty years devoted his whole activity and power to a cause specially dear to every Frenchman on account of its national interest, having given to the T. C. F. his admirable and well known energy and enterprise, Monsieur Abel Ballif, in the dawn of his 75th year, has just retired from active service.

All tourists, whether traveling the open road or by mountain path, whether resting by the seaside or at some favorite health resort, must profoundly regret the retirement of this warm friend of nature. Truly he was a pioneer of touring, which he developed enormously, and it is to his efforts that we owe the opening up of our roads, the beautification of our natural sites, the improvement of our hotels and bringing to the notice of our visitors the wonders of our homeland. M. Ballif is now to enjoy a well earned repose amidst the attractions of his own property at Théoule on the magnificent Corniche d'Or, nearby the Estérel, where he was instrumental in having built the wonderful roadway known as the "Route de Touring Club," which enables tourists to enjoy the fairy-like beauties of the locality.

Monsieur Henri Defert, vice-president of the Touring Club de France for the last fifteen years, is to succeed Monsieur Ballif as president. He has an ambitious program in view which all tourists will approve, as it includes the immediate repair of the main roads and the construction of new ones, opening up forest routes, the encouragement of village hygiene, instituting schools of instruction for hotel keepers, etc. M. Defert hopes in this way to obtain the support of every tourist and to render his Club more influential than ever by raising its membership to the number of 500,000.

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OFFICIAL NOTICES

In Memoriam

PAUL SPOFFORD PEARSALL
Died November 29, 1919

DAVID WEINGARTEN
Died November 29, 1919

H. C. FRICK
Died December 2, 1919

RALPH LOUIS SHAINWALD
Died December 10, 1919

THOMAS L. WATSON
Died December 12, 1919

J. B. DICKSON
Died December 13, 1919

WILLIAM SALOMON
Died December 13, 1919

E. FRED WOOD
Died January 5, 1920

HOWARD P. RENSHAW
Died January 4, 1920

JAMES MCLEAN
Died January 7, 1920

SAMUEL D. BREWSTER
Died January 8, 1920

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mrs. Aurie Dell Black
Mr. Selwyn Bywater
Mrs. Merriweather Post Close
Mr. Fearchar Ian Ferguson
Mr. Warren R. Palmer
Mrs. Annie L. Purcell
Mrs. Harriett A. Schreiter
Mr. J. Herbert Ware
Mrs. David Weingarten

NON-RESIDENT

Mr. Charles V. Barrington
Mr. Wilton Lloyd-Smith
Mr. Gordon McCormick
Mr. Bradford Norman
Mr. John Scheminger, Jr.

COURTESIES OF THE CLUB

The courtesy of the Club has been extended to:

Captain J. A. Duchastel de Montrouge, Vice President of the Automobile Club of Canada, Montreal;
Mr. J. St. George Dillon, of the Automobile Club of Canada;
Mr. H. S. Fleming, request of Mr. Alan R. Hawley;
Mr. Lorenzo Salmon, of Havana, Cuba, request of Dr. A. G. Dominguez;
Mr. P. P. Echarte, of Cuba, request of Mr. Pelayo Garcia;
Messrs. J. P. Taylor and W. H. Collins, request of Mr. Henry S. Chapin;
Mr. D. A. Craig, member of the Automobile Club of Australia, Sydney, Australia;
Mr. Thomas W. MacMullan, of Belfast, Ireland, request of Mr. Wm. H. Schoonmaker;
Mr. Minthorne Woolsey, request of Mr. Wm. P. Wainwright.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate you may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
Nov. 30.	Joseph J. De Long	Merchant	Thomas D. Green	Fred. Mansfield
Dec. 8.	Sidney Wilmer	Theatrical Operator	Edmund Breese	George H. Nicolai
Dec. 13.	John Hemming Fry	Artist	Chris. Bambach	Fred. Mansfield
Jan. 7.	Walter J. Salmon	Real Estate	Harry H. Good	Ferd. S. Salmon

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Motor Travel

Roads of Remembrance

FOR the motorist who goes long distances in search of the beautiful, how to get there and what to see has been reduced to a science. Everything is done for him except "stepping on the gas." The routes are mapped and the beautiful spots he is to see are pictured. Now why not make the roads along which he travels things of beauty, that is, construct roads that are something more than a way to get somewhere.

Careful estimates show that one billion dollars will be spent for road building in this country during the next four years. With this opportunity before us, the American Forestry Association at Washington is campaigning to make these routes *Roads of Remembrance.* It is urging the planting of memorial trees along our highways, in honor of the men who offered their lives to their country. In this work every automobile club member and every automobile owner as well can play an important part.

Much has been done; already along some of the established motor highways tree planting is now under way. When the citizens of a community plant memorial trees along a given stretch of highway they will come to think of that road as much more than a means on which to transport hay and corn to market. They will come to think of it as Charles Lathrop Peck, President of the American Forestry Association does, that is, "hay and corn are not the burdens of a good road. The real burden is civilization; the bringing together of the people and town. If roads can be beautified and then our memorials placed with these roads in mind, the motorist will shortly find a nation-wide memorial scheme over which it will be a pleasure and a delight to travel. This is being done in Great Britain, where the *Roads of Remembrance* idea has been taken up on a nation-wide scale. It includes the proper placing of memorials throughout the kingdom and the building of memorial bridges and the planting of groves at various points."

In France it has always been the custom to plant memorial trees along the roads, and among the things that deeply impressed the American Doughboy in France were the rows of trees that bordered the highways. The American soldier might also have been impressed (from a utilitarian standpoint) if he had known that France gets one-seventh of all her fuel from the trees along the canals and roads.

France, too, is going ahead with her road building plan. Four great mountain roads are to be relaid and rebuilt in the upper Vosges region, leading from France into Alsace. The roads have existed as strategic military roads, but the "Commission des Routes" of the district of Vosges, is looking to the future when tourists will pass that way. The present effort is to make them available for pleasure vehicles and line them with trees so they will be beautiful pleasure roads.

Vimy Ridge is to be a vast memorial park to the Canadian soldiers. Pitted as it is with shell holes and mine craters it will never again be useful as agricultural land and so the Canadian Government will plant it with the maples of Canada. It has been suggested that in the same way the Argonne Region be made an American Park, a shrine hallowed by the blood of the American soldiers. Another plan that has been urged is a complete system of roads leading through all the famous battle grounds of France so that Clemenceau's message "The great army that died must ever be kept in Remembrance," may be given definite form in our own time.

The American Forestry Association has called upon the people of this country to provide money for American tree seeds to help in its plans for reforesting those battle areas now in ruins, for the forests of France aided in keeping back the enemy until the American Doughboy arrived. As a result, in many places the forests went with the roads and there is much to be done. France stands as a great object lesson to the civilized world. What finer memorial of the Great War than to give her back both her forests and her new *Roads of Remembrance.*

With our own great road building plan in front of us let us not only aid France. Why not have the people do more than furnish the money for the building of their roads. A golden opportunity confronts the automobile man, the women's clubs and patriotic organizations of the land. Let them get together and make these roads *Roads of Remembrance.* Plant them with trees so they will stand as an honor to the heroes of the great war for civilization.

When the Armistice was signed, the American Forestry Association issued a call for memorial tree planting. The call has been answered by thousands. The Association is registering all memorial trees planted and is sending out certificates to the organization or individual planting these trees. A renewed assurance of the fact that we are a united country is given in memorial tree planting, for both the Daughters of the American Revolution and the Daughters of the Confederacy are planting trees. These trees are not being planted alone for those who gave their lives, they are being planted in honor of those who offered their lives to the country.

The City of Minneapolis is one of the first to give us a splendid example in America. A Memorial Drive is to be erected there between two parks. The drive will be lined with the vase type of elm. These trees are now "in training" for the shape it is planned they will have in 1950. These trees are to be planted in the spring of 1921. Fifty years from now Minneapolis will have one of the sights of the North American continent for the visitor.

The Potomac Drive at Washington is famous the world over and for but one reason—the trees that border the drive. Take these trees away and thousands of automobiles that find their way over that roadway every day would seek other routes.

Different species of trees are to be planted along the highways in Michigan for which $50,000,000 has been voted, according to W. S. Linton of the State Tax Commission and a member of the State Good Roads Association. Along the highway from Chicago to Saginaw walnut trees are to be planted. The people along the route have promised, he reports, to improve and beautify their property.

The National Defense Highway between Bladensburg and Annapolis will be a memorial to the Maryland soldiers in the great war for civilization. The Oregon Federation of Women's Clubs are back of a plan for a Roosevelt Road in that State. In New York a bill has been introduced to create a state commission to prepare plans for a Roosevelt Memorial Trunk Highway from Montauk Point to Buffalo. The city of Buffalo is now considering a Memorial Bridge to link Canada and the United States. The State of Indiana plans a memorial grove for every county.

A memorial grove and a tree lined approach are part of the plans for the celebration of the three hundredth anniversary of the landing of the Pilgrims at Plymouth Rock which will take place this year. Daniel Boone died one hundred years ago and steps are being taken to mark the date by the planting of trees by historical societies of the States through which the Boone Highway passes.

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Possibilities at hand for the motorist to take the lead in memorial tree planting are seen in the contemplated highway from Ottawa to Sarnia, which is just across the river from Port Huron, Mich. There the road connects with the Victory Highway across Michigan to Chicago and this in turn with the Lincoln Highway which crosses the Jefferson Highway farther west. The Jefferson Highway runs from New Orleans to Winnipeg. In Louisiana the Jefferson Highway has been planted with Victory Oaks along the entire stretch of the road in that State. Further planting is to be done along other stretches. Thus it is easy to visualize the international motor highway which in time will connect Ottawa and New Orleans and be a road of remembrance for two countries.

All of us are anxious to express our gratitude to the war heroes. A monument needs the perspective of time as well as the hand of an artist. Therefore let us build *Roads of Remembrance* and, when these are finished with their beautiful bridges and the proper setting of memorial trees, place monuments at the intersections and along the roads. Millions are to be spent on roads, let them be spent wisely. While serving the great needs of commerce, now enlarging before us, these roads will bring man closer together.

Thus the Doughboy will bring us closer to "The Great Tree Maker," and erect his own monument—a better country than that where he was born and for which he fought. Will the motor world rise to this opportunity?

Automobile Production for 1920

G. W. Yeoman, Treasurer, Continental Motors Corporation

THE passing of 1919 has recorded more changes in the automotive field vitally affecting its growth, its financial status and the quality of its products than has been experienced at any time since the beginning of the industry.

Just before the close of the war automobile manufacturing was fast approaching a standstill. The signing of the Armistice—November 11, 1918—put the brakes on what would soon have been a complete shutdown of every plant producing automobiles. With the gradual completion and elimination of war contracts in the various automobile plants, attention was again turned to producing cars which were discontinued, or on which production had been curtailed during the war period. At the same time, practically all manufacturers were planning on new models to offer the public for this year.

Pyramiding Demand for Cars

The low production of the early part of last year, with the rapidly pyramiding demand for cars on the part of the public, placed a tremendous load on the manufacturers. They not only had to face a shortage of material, but a growing unrest on the part of labor made it exceedingly difficult to get producing organization lined up.

Importance of Parts and Unit Makers

The year 1919 did much to prove to the automobile and truck assemblers the value and importance of having as their sources of supply reliable and progressive unit makers. On every hand it was demonstrated that to increase car production was a simple matter, but that to increase the production of units was a task heretofore not appreciated. Unit manufacturers were compelled to purchase additional machinery and to expand their plants, while they were at the same time finishing up war contracts. Remarkable strides have been made by the motor and accessory manufacturers in helping the car and truck manufacturers to get back into business.

Outlook for the Future

This year there will probably be an automobile for about every fifteen persons in the United States. There were nearly eight million power-driven vehicles, including both passenger and commercial cars, in actual use on the dawn of the New Year. It is likely that the production of passenger cars for 1920 will be two million, while the commercial vehicles will be about 300,000.

Truck to the Rescue

During the recent coal strike many cities in the Middle West were hard hit and coal was scarce. Fuel administrators were appointed and coal delivered only after a careful investigation into the merits of every application. In Columbia, Mo., the fuel famine was especially severe, main reliance being placed on wood because no coal was at hand. Several miles from the city there was a plentiful supply of wood but no transportation. At this juncture a truck was offered to the fuel administrator and with the assistance of twenty men to load, wood was carted to the central depot and much suffering saved.

Army at Truck Show

For the first time in the history of the National Automobile Show the United States Army was listed among the exhibitors. Upon special invitation from the management of the Commercial Car Section, Brigadier-General C. B. Drake, Chief, Motor Transport Corps, arranged an exhibit of standardized government motor vehicles and captured German motive equipment, which proved to be one of the most interesting of the entire show.

In addition to taking part as an exhibitor, the Army will be represented in the exercises of the opening night and in the Highway Transport Conferences during the week.

Lieutenant-General R. E. Bullard, commander of the Eastern Department and Staff, Major-General D. C. Shanks, commander Port of Embarkation, New York, and Staff, and Brigadier-General C. B. Drake were present at the opening, and both General Bullard and General Shanks were speakers upon that occasion.

Colonel F. H. Pope, last Assistant Director Motor Transport Corps, A. E. F., came on from Washington to deliver a talk, and Colonel Brainard Taylor, Motor Transport Corps officer, Eastern Department, spoke upon the relation of military preparedness to commercial truck manufacturing.

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Over $9,000,000 Invested in Lincoln Highway in 1919

THE Lincoln Highway Association's headquarters here have just completed a careful compilation of the expenditures made by the various States and counties through which the Lincoln Highway passes upon its improvement during the past year. The Lincoln Highway, which was at first largely a series of connecting county roads, has gradually become through official action of the various States an integral portion of the several State highway systems, with the result that the tabulation of expenditures provided direct to the Association by the State Highway Departments of the eleven States traversed very accurately indicates not only amounts expended but the mileage of improvement accomplished. In the majority of States federal aid has largely augmented the State and county funds, the route having been established as a federal aid road, to be improved directly under the inspection of the Government for more than three-quarters of its total distance between New York and San Francisco.

In the following table, prepared by the Lincoln Highway Association, showing the expenditures on the Lincoln Highway in each State traversed, the amount of federal and State aid accurately reported through the Highway Departments is augmented by such scattered county reports as were available. In nearly every State, however, the expenditures were larger than the actual detailed figures reported:

EXPENDITURES ON THE LINCOLN HIGHWAY, 1919—NEW CONSTRUCTION, RECONSTRUCTION AND MAINTENANCE

New Jersey	$1,383,572.00
Pennsylvania	1,418,169.28
Ohio	1,903,708.10
Indiana	742,218.30
Illinois	1,430,120.28
Iowa	256,899.29
Nebraska	613,025.00
Wyoming	127,009.94
Utah	225,528.54
Nevada	411,049.58
California	375,500.00
Total	$8,886,800.31

To the above must be added much of the county construction and maintenance work and city paving, for which it is impossible to get accurate detailed figures. Conservative estimates resulting from actual inspection of such work in progress indicates that these unreported expenditures amounted to over $500,000.00 in 1919.

TOTAL FINANCING FOR LINCOLN WAY IMPROVEMENT, 1919

Detailed Expenditures Reported	$8,886,800.31
Unreported Improvement Work	500,000.00
Funds Provided for Contracts Let	2,323,112.59
	$11,709,912.90

To give significance to the meaning of the above figures as showing the tremendous impetus given Lincoln Highway Improvement during the past year, the Association presents the following table indicating the amounts expended for Lincoln Highway construction and maintenance during each year since the Association actively undertook its work.

YEARLY EXPENDITURES ON THE LINCOLN HIGHWAY

	1914	$1,200,000.00
	1915	2,580,280.00
	1916	4,198,165.00
War	1917	2,500,918.96
War	1918	2,996,307.77
	1919	9,386,800.31
Total Expenditures on Lincoln Highway in Six Years		$22,362,472.04

PROBLEMS OF FAR WEST REQUIRE FEDERAL ACTION

The highway improvement problem in Nebraska, Wyoming, Utah and Nevada is the problem which to a greater or lesser degree confronts the majority of the States between the Missouri River and the Sierras—a problem which can never be properly solved except by direct action from the Federal Government and the ultimate laying out and construction of an American Highway System by a federal authority and with funds from the United States Treasury. The road problems of these western States are national problems and ones which cannot be met by the sparse populations within their own borders. Our vast western States have tremendous highway mileages and meager road funds with which to undertake improvement which is more important in many instances to the balance of the nation than it is to the State itself.

In proportion to population the West is doing more to better highway conditions than is the East; this not only as a result of necessity, but because of the keen realization of the benefits of proper highways and the desire of the western States to stimulate through travel, which will bring them new population and new wealth. Nebraska's improvement problem is much the same as that of Iowa, with the exception that Nebraska has a greater mileage of roads and a much smaller population. The work accomplished there has necessarily been the preliminary grading requisite to future permanent construction. The entire route of the Lincoln Highway was recently constituted a part of the State Primary System of roads, and was taken over January 1, 1920, by the State, which will hereafter be responsible for maintenance as well as construction. Sixty-three miles of new permanent grading was accomplished on the Lincoln Highway in Nebraska in 1919, and in addition the financing of the complete construction of the route across Douglas County, in which Omaha is located, was accomplished and a start made towards this work which will be completed in 1920. Dodge County also financed the construction of seven miles of concrete and will start the work early in the spring.

Wyoming has always been one of the States most thoroughly interested in the Lincoln Highway and desirous of bringing about its prompt improvement. The State is very progressive and has every year spent a larger per capita amount upon the improvement of the Lincoln Highway than any other State traversed. Wyoming recently passed a $3,000,000.00 bond issue and is undertaking as rapidly as possible to bring about the construction of the Lincoln Highway from Cheyenne to Evanston and the Yellowstone Trail leading from the Capital to the Yellowstone National Park, these two roads being the most important in the State. Twenty-two miles of new gravel work was accomplished on the Lincoln Highway between Cheyenne and Laramie in 1919. For some years it is likely the majority of all new construction on the route in that State will be of gravel, this material being very abundant and consequently cheap and even the increasing travel on the route not yet necessitating through its volume a more permanent type of work.

LINCOLN HIGHWAY PROGRESS

End of 1913—Mileage 3,389 mi.
Improved—1,598 mi.
End of 1918—Mileage 3,323 mi.
Improved—2,161 mi.
End of 1919—Mileage 3,323 mi.
Improved—2,538 mi.

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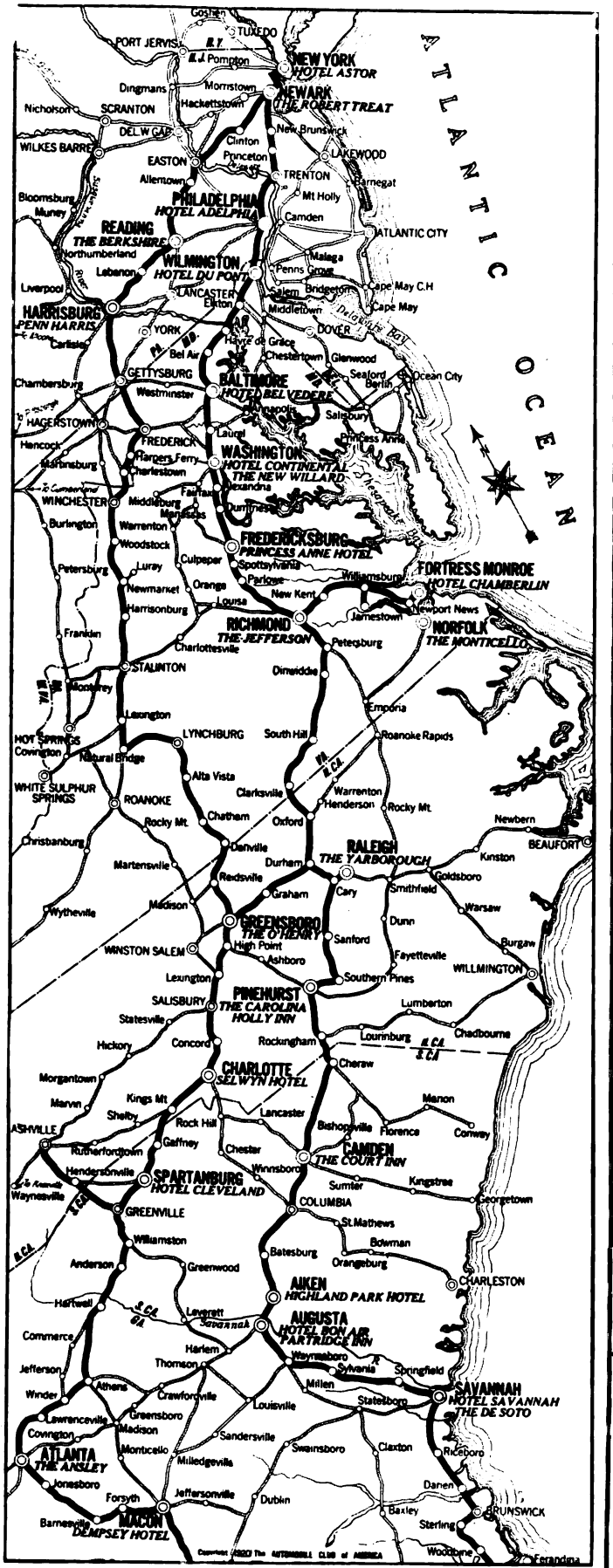

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(Continued on next page)

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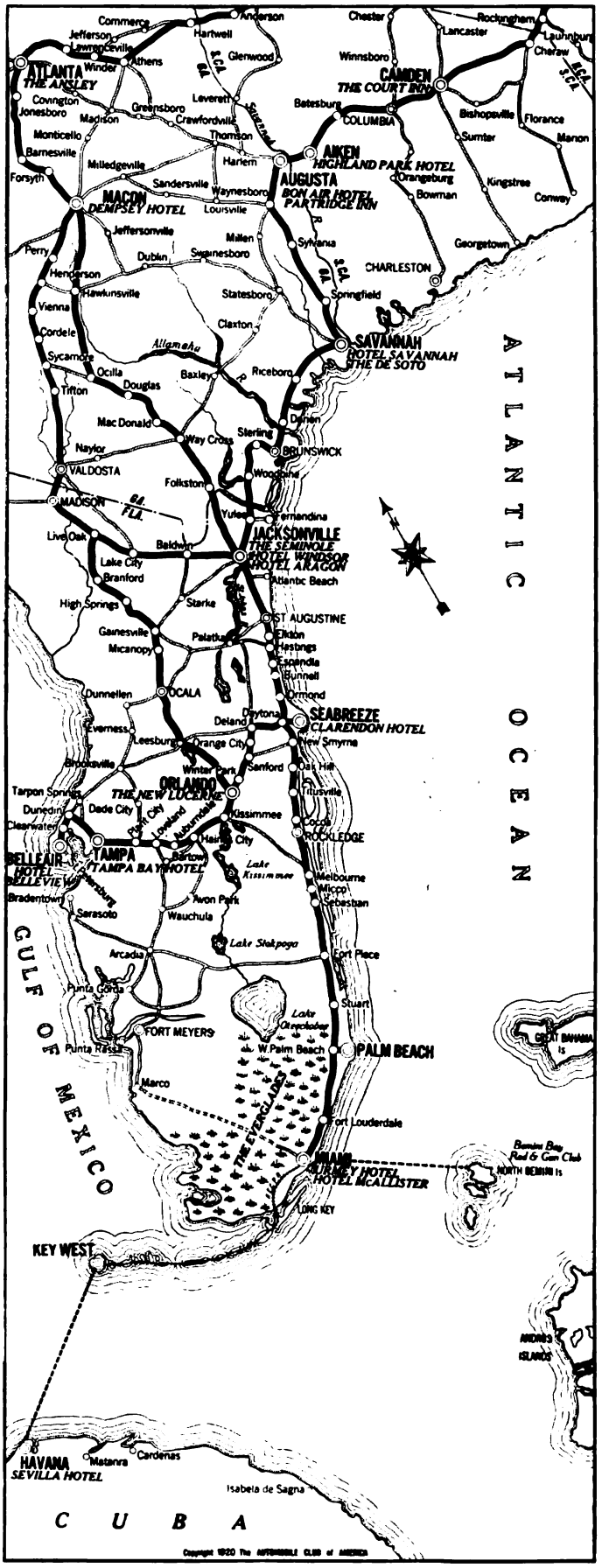

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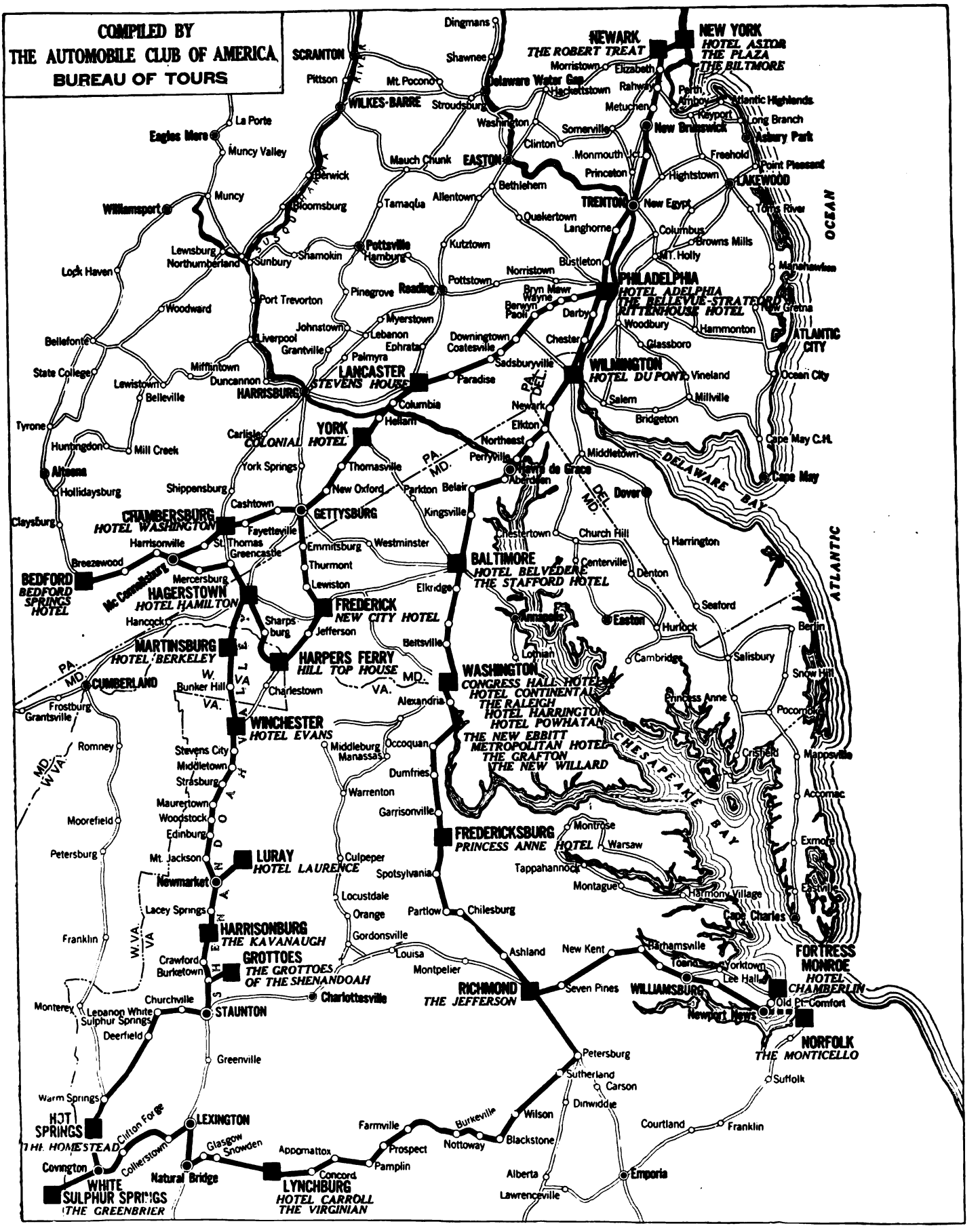
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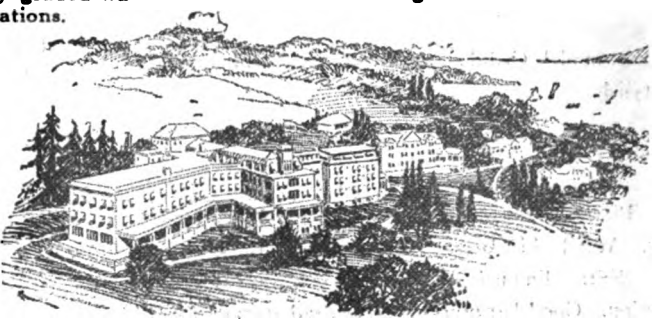

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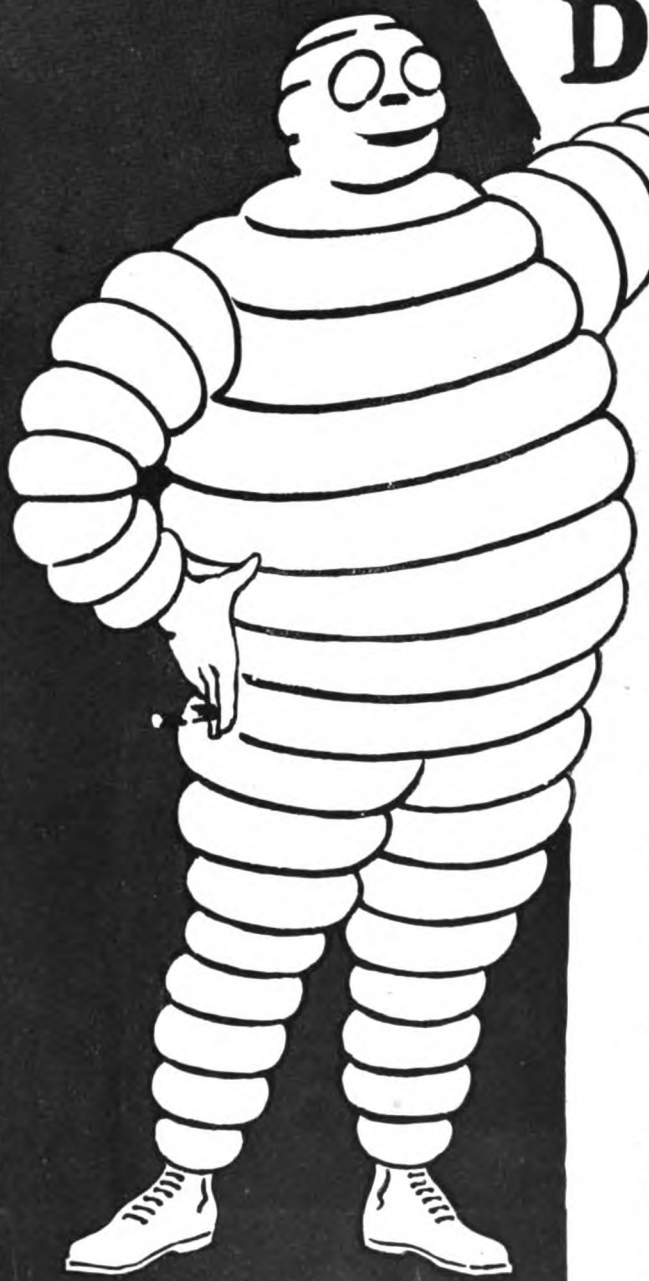

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PUBLISHED MONTHLY BY THE AUTOMOBILE CLUB OF AMERICA
Publication Office, 305 Washington Street, Brooklyn, New York City

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Clubhouse, 54th and 55th Streets, West of Broadway, New York

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Vol. XI **February** **No. 11**

CONTENTS

FROM THE WINTRY NORTH TO THE PALMY SOUTH 9
Florence Pettee

NOTES ON A TRIP TO PORTO RICO 14
Silas Wodell

SAUNTERING ALONG THE TRAIL OF THE PADRES 15
Trowbridge Hall

THE OLD SPANISH TRAIL 19

OFFICIAL NOTES 26

SNOWBOUND NEW YORK 27

CHARLES GOODYEAR A CANDIDATE FOR THE HALL OF FAME 28

THE PARIS-MARSEILLES RACE OF 1896 31

MEMBERS' CARS FOR SALE AND EXCHANGE 36

MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

Copyright, 1920, by The Automobile Club of America

Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR
Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
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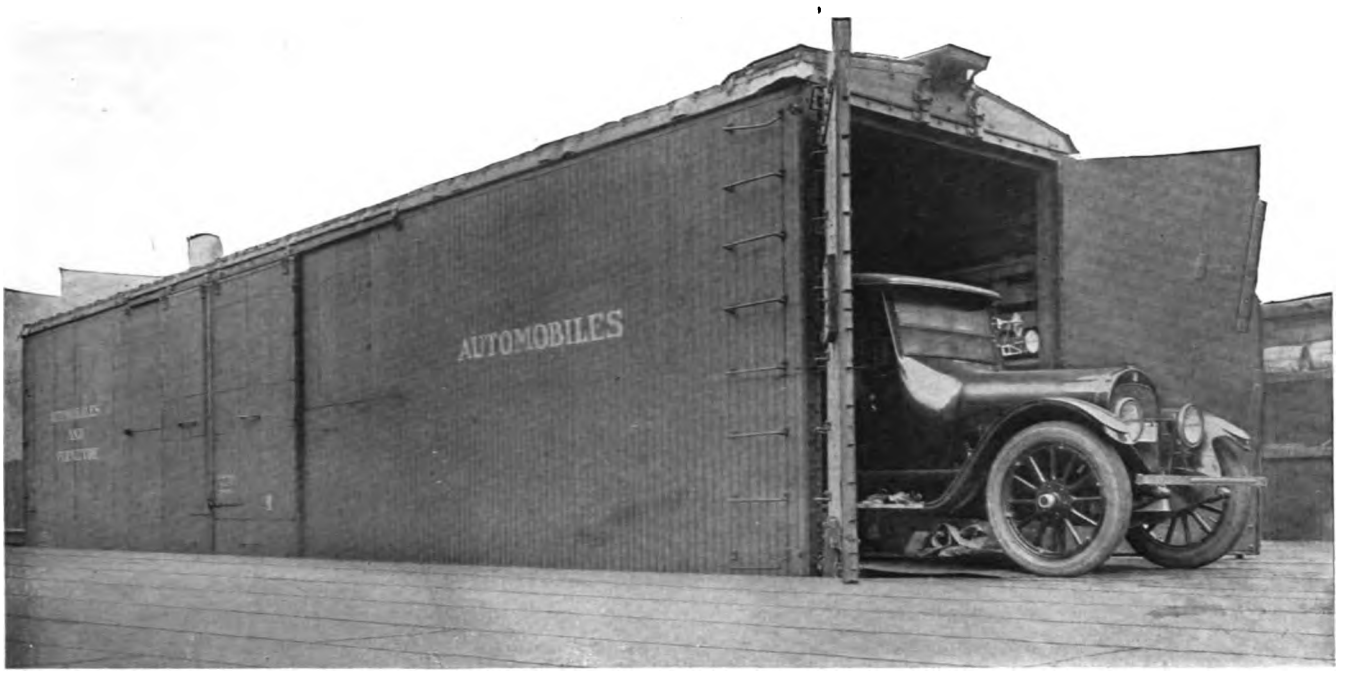

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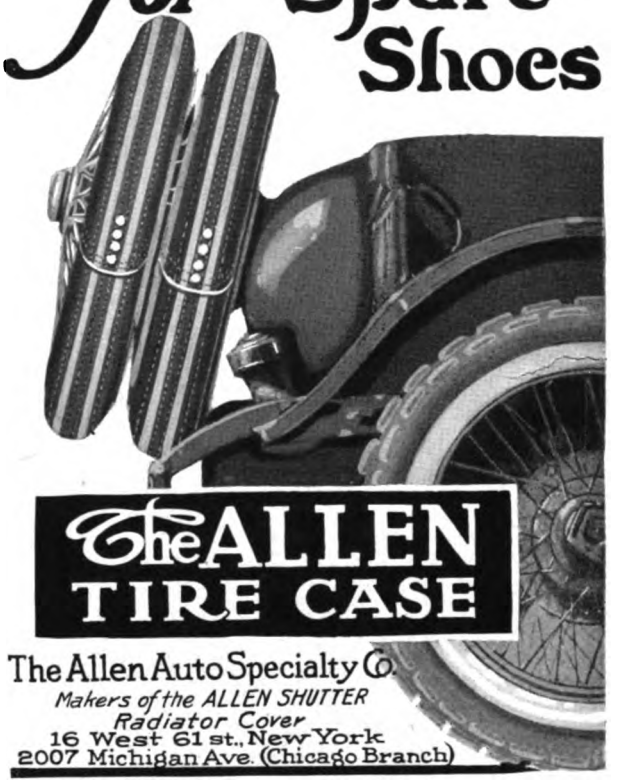
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A rolling stone gathers no moss, but it puts many a tire out of the running. It takes more than a stone, however, to break down the sturdy walls of a Kelly-Springfield.

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MOTOR TRAVEL

From the Wintry North to the Palmy South

Florence M. Pettee

WHEN the birds fly southward, sinuous, snake-like trains and motor vehicles start for the Land of perpetual Sunshine. No swashbuckling adventurers of the 13th century ever sought the Land of Flowers, as the Knight of Leon so fittingly called it, with more firmly fixed ideas as to what comforts they demanded *en route*. The Spanish Grandees of bygone times were as little inured to hardships as are the present-day devotees of Florida. This State, with its palmettos and other tropical vegetation, its incomparable hotels, its superlative outdoor sports, and its lavish charm for the most querulous globe-trotter, is the real Winter Annex of the North.

Its proximity by train has caused it to be a mecca for the seekers of an equable climate when biting snows freeze their native haunts. But the fast special is no longer necessary for the real motor enthusiast. Florida no longer lies beyond arduous and impassable sands, behind impenetrable morasses of red gumbo and just around the corner from Stygian cypress swamps and other road unpleasantries. Florida has actually been brought one hundred miles nearer the seeking motorist. She lies newly attainable and accessible.

Although this recent direct route to Florida is the principal digression from the main line of travel known as the Dixie Tour, there are a few other minor deviations which should not be ignored. There is a new route to Baltimore from Philadelphia via Kennett Square, Oxford and Conowingo instead of the old road through Wilmington and Havre de Grace.

As usual, the nation's capital offers many an inducement to linger. Though the Land of Flowers beckons with an enticing finger, time should be taken at least to inspect the recently completed Lincoln Memorial, one of the most superb architectural gems in the world. Like a jewel of flashing ala-

THE FERRY OVER THE ALTAMAHA RIVER — TOWN BLUFF, GA.
Note saw and axe to summon the ferry

baster its pure Greek lines are discernible for miles along the Potomac. It subtly suggests no less a masterpiece than the Parthenon, the pride of the Golden Age. And our American Phidias, Henry Bacon, has dreamed on paper the actuality which results to-day. The colossal figure of Lincoln occupying the place of honor is the work of Daniel Chester French and was executed in sections in a vast Bronx studio. Size has in no way detracted from the supreme beauty of the modeling. New York also sponsored the mammoth seas of canvas from which arose like some phœnix the masterly figures swung in by Jules Guerin. A great atelier high in an office building over the city was constructed especially for these Lincoln Memorial canvases. The gorgeous gleaming beauty of the result appears like some marvel from a great Italian cathedral or gallery. No triumvirate ever accomplished a finer work than the masterly three who have wrought the architecture, the sculpture and the mural decorations of the Lincoln Memorial.

Just over the Virginia line the little town of Alexandria basks complacently amid its historic associations. The fascinating old Christ Church, with pews of Washington and Lee, quaint reading desk and all, is but one of the many places of interest to the history-lover. While only two miles from the main road lies Mt. Vernon, the shrine of the nation, so beautifully situated on the banks of the Potomac. Of all the appointments of this typical old Southern mansion, possibly the quaint and scoured kitchen building is of first interest. Its great fireplace and andirons and truly beautiful pewter savor so strongly of those qualities which characterize colonial days—unostentatiousness, strength and durability. Then the intimate haunts of Washington, rare tapestries and bric-a-brac presented to the doughty commander by illustrious

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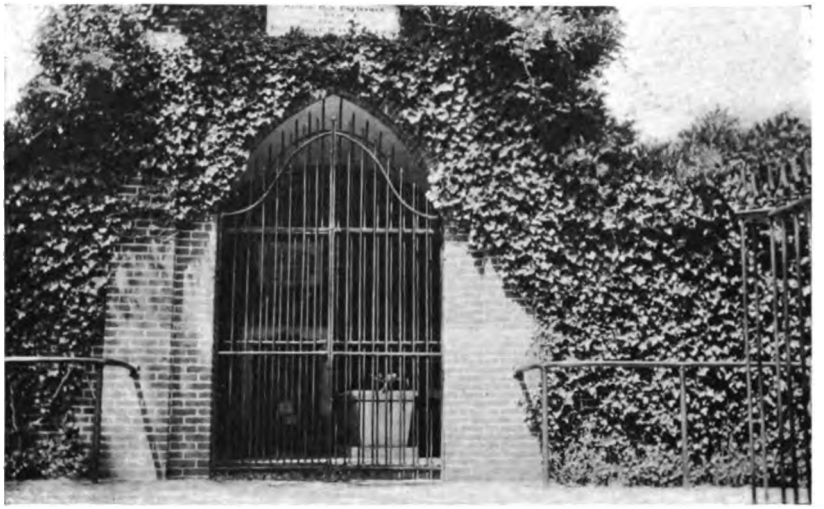

WASHINGTON'S TOMB, MOUNT VERNON

names from across the sea, may be inspected to one's heart's content.

The whole way now runs through spots dripping with bloody incidents of the Civil War. The rival capitals of the North and the South were ever the coveted prizes, and back and forth the lines of the blue and the gray swayed with equal determination and valor. No longer is it necessary, however, to spend overlong and arduous hours among these martial spectres, for a fine stretch of solid, concrete road now extends through the former notorious Chopowamsic Swamp.

Fortunate, indeed, is this season's caravan of motors nosing southward! Quaint little Fredericksburg, with its higgelty-piggelty, low-browed shops and its cobbled streets, is particularly interesting as the home of Mary Washington. The unpretentious house may still be seen with its cunning little, old-fashioned garden in the rear. Her grave is now marked by a fitting shaft of marble, the first monument ever erected to a woman by the women of America. There is a poignant dignity in the very simplicity of the graven words "Mary, Mother of Washington."

Richmond, Virginia, is without question one of the most historic spots in the country—a very hub, in fact. The fine capitol building with the original Houdon statue of Washington, the home of Chief-Justice Marshall, the venerable St. John's Church made immortal by the stirring words of Patrick Henry, are but a few haunts justly revered by Northerner and Southerner alike. Most of the historical associations naturally center about Civil War days, and there is an indescribable charm to this rebel capital with its still persisting and natural pride in the Lost Cause. In the words of a coterie of literary followers it has an "atmosphere." Where, for example, but in Richmond can the open-air market be found in all its typical appeal? Backed up along market row is any kind of a vehicle from the two-wheeled prairie cartlet of cabin days to the rickety, rattling automobile. From flowers to live chickens, from the freshest of market produce to picturesque mammies, these markets are entirely delightful.

The prevailing architecture, too, is wholly and satisfactorily Southern—just what you have pictured in your fancy with the invariable darky quarters in the background! What lovely classical columns stand like sentinels at the rear of all the typical Southern mansions. How beautiful are the stately grey posts, shadowed by the lofty magnolias and surrounded by the old-fashioned garden, so plainly labeled "many years ago." Small wonder writers like Poe, Mary Johnston and Ellen Glasglow enjoyed living in an environment so surcharged with romance and indefinable charm! Yes, Richmond certainly has an atmosphere all its own!

The main line of travel is followed through Petersburg, Durham and Cary to Southern Pines. But Pinehurst, like Raleigh, should be taken on a short detour, as the road to Rockingham and Cheraw is far better via Aberdeen. There is an aristocratic exclusiveness about Pinehurst which sets it apart as a distinctive winter resort. Its unsurpassed golf links have made it especially famous as a sporting center, though its wonderful, bracing air appeals to all who would enjoy balmy, spring-like days. The healthful condition of this residential site among the pines is strictly maintained by the preclusion of unfortunates suspected of tubercular afflictions.

All through this wonderfully dry and healthful sand belt the air is invigorating and pungent with the fragrance of the long-leaf pines. At Camden an interesting cable ferry transports traffic across the Wateree river, while the ghost of a great steel girded bridge looms up from the river fog, awaiting either proper burial or a worthy successor. Wide acres of stark fields and deserted ginneries are but silent witnesses of the picturesque activity so apparent in the fall when the cotton harvesting is at its height. Yet its final conversion into cloth may be inspected at different cotton mills *en route*. Columbia, the attractive capital of South Carolina, boasts of several of the largest mills in the world. And all the fascinating little shops on down to Miami always show, among alligator attractions and other souvenirs displayed for the memento-seeking eye, miniature cotton bales and many a cotton-ball all boxed and ready to ship "back North."

Aiken is reputed to have the driest climate east of the Rockies. Its equable temperature has been responsible for the famous "Aiken Colony" of Northerners who spend here the winter months. Here, too, is located the renowned Whitney track which lures

LAYING THE FOUNDATIONS OF THE PRESENT ROAD THROUGH THE CHOPOWAMSIC SWAMP

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polo enthusiasts of nation-wide fame. No less an author than Gouverneur Morris has written against this background many of his well-known stories.

Augusta has come to be the winter haunt of many a Northern plutocrat, and Millionaire's Row is a palatial imposing display of residences. Near here is the site of Eli Whitney's first cotton-gin, which so revolutionized the whole cotton industry. The splendid Memorial Bridge to Major Archibald Butte, a victim of the ill-starred Titanic, poignantly drives home the extent with which the unbelievable catastrophe gripped the land.

But it is here at Augusta that one stands on the threshold of discovery—before the open door of a new and actual Florida Short Line, which eliminates over 100 miles of the arduous route via Macon. The value of this practically unmapped trail through the heart of Georgia has been tremendously augmented to the thousands of southbound motorists by the most recent expiration of the Darien ferry between Savannah and Jacksonville. Those who know, prophesy a long silence on the six-mile flat-car ferry line, upon which autos were formerly so uniquely transported. So that unsavory route to Jacksonville is no longer a rival factor. Florida must be entered via Waycross, and this new route running almost straight from Augusta is even much more direct than the deceased route via Savannah.

This beeline trail into Florida departs from Augusta on the old Savannah road, then darts straight on through Waynesboro to Midville. To be sure, one has to inquire the way between the villages, but most providentially and fortunately there is but one road between towns, so there is no trouble in easily following given directions. Comfortable country hotels are perched at convenient intervals for the motorist who travels to see rather than for speed. Undoubtedly new hotels and other marks of motoring traffic will soon spring up along the route.

HOME OF MARY WASHINGTON, THE GENERAL'S MOTHER

The way passes through charming, practically unknown country where the sleepy donkey and the equally lazy negro eke out an existence as picturesque and as primitive as that bequeathed to them by the early Jesuits. The ranches of this district are reminiscent of New Mexico and Arizona. They are made of rough half logs chinked with the prevailing clay, and their roofs are either roughly logged, boarded, or covered with corrugated metal. Many a stock-pen appears like the veriest lean-to, sometimes showing but three sides. Judging from the number of assorted sized bridges the whole territory must be plentifully drained. There is only one very miniature ford along the whole short cut, which really adds a fillip to the trail.

The famous Georgia pines occur at scenic intervals all along the way. Oftentimes long-distance bridges clamber over mysterious swamps where queer tropical shrubbery seems to predominate. Gradually the great live oaks and gum-trees appear, reaching their full culmination at that queer spot, Town Bluff Ferry. The environment more suggests a crossing of the fantastic Limpopo river than the towny Altamaha of Dixie origin. Long festoons of swaying Spanish moss hang from the arching trees, adding an exotic touch to the landscape. Here is encountered the uniquest adventure vouchsafed *en route*. The ferry resides on the south side, and is summoned by making the woods resound by great axe-blows against the inviting saw blade hanging from a sentinel tree. A wholly river-worthy raft towed by a gamey little motor boat holds its course across this ambitious river by the aid of a long steel cable.

Who hasn't heard of the famous Georgia cane syrup? With a continued abdication of King Sugar, it may be that Cane Syrup will become the successor to the Throne of Necessary Sweet. For some time now the cotton field has been replaced by the sugar-cane field, and the ginnery by the primitive method of syrup-extraction as learned from the early Jesuits. The fragarance of the simmering liquid is perceptible far in advance of the fascinating industry. A short chimney steaming merrily soon discloses a huge black kettle, presided over by the high chef of the syrup crew. In the background dusky figures feed the harvested cane into a primitive press, as the rack-boned horse winds magic circles, pressing out the precious fluid. All through the far South cane syrup hospitality accompanies breakfast waffles just as maple syrup or honey are its persisting allies in the North.

After the last lap of the uncharted section, Waycross is reached at a mileage of 194. The 80 miles from Waycross to Jacksonville, via Folkston and Callahan, follow the Dixie Highway. This section of the Big Sand Road has

TEMPORARY FERRY AT CAMDEN, S. C.

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TYPICAL SOUTHERN CHARM OF ELLEN GLASGOW'S HOME, RICHMOND, VA.

been under improvement for some time, and many unspent thousands will ultimately transform it into one of the hard roads for which Florida is famous. Already much has been accomplished, and the road commissioners have avowed of traffic that They Shall Pass even as improvements push on. The way is entirely negotiable.

The new, unexploited trail is most certainly the key direct to Florida, the Winter Playground of the Atlantic coast. Jacksonville is a most pleasant introduction to the Land of the Flowers. It prides itself on its many-sided attractions. And certainly it has a wealth of splendid buildings and fine hotels, doubly attractive since their reconstruction after the great fire. There are runs aplenty in the vicinity on excellent brick and shell roads. The far-famed Atlantic Beach with its miles of finely-packed sand is the lodestone of the speedster, for this beach has been the scene of many a stirring motor race. There is Mandarin, where Uncle Tom's Cabin was written; Mayport, whose jetties offer plenteous fishing, and the quaint old sea-port of Fernandina. Wherever the road trails the giant palm and the decorative festooning Spanish moss adorn the landscape with highly satisfactory charm.

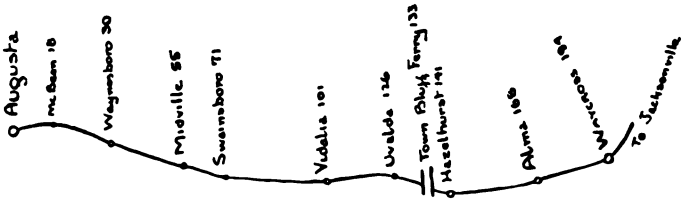
St. Augustine, mindful of the history of Spanish Florida, still preserves her old gates, her reputed slave mart and her jutting balconies. Here, too, may be seen the mythical Fountain of Perpetual Youth, evidently more easily located by the present-day guides than by the seeking Spaniard of old. Unhappily the chickens who used to add their own feathery charm to the little city have been recently ruled from the highways—assuredly by some unhistorical society! Besides being the open sesame to the quaintly Spanish past, St. Augustine is the point of departure for the whole east coast.

Unquestionably the weirdest boat-ride obtainable in the country penetrates the fantastic, exotic charm of the Ocklawaha river. For 135 miles the little steamer winds through fascinating scenery where the lazy alligator suns himself, camouflaging his real character till he looks like a harmless black log, where the bird of rainbow plumage darts among brilliantly colored flowers and where the waters reflect anew the luxuriance of the tropics. This strange river finally reaches its source in the magnificent basin called Silver Spring. Here the transluscent waters reveal objects at the great depth of 600 feet, suggesting on a vast scale the crystalline depths about Santa Catalina. There are those who hold that this was the fabled Fount of Youth for which Juan Ponce, Knight of Léon, sought in vain. Certainly the Seminoles must have had many a quaint superstition about the deep waters.

From Daytona across to quaintly Spanish Tampa and fascinating St. Petersburg, and on down the east coast to far-famed Palm Beach and Miami, countless resorts lavish multiple attractions for a prolonged sojourn. The great hotels and fine residences cater luxuriously to the initiated ones who refuse to be chilled by the blasts of the Ice King. While the North is snowbound and the thermometer impishly seeks a lower level, Florida offers the lure of its temperate climate, warmly championed by bathing, sailing, or any other fancied summer recreation. Ere long the mysterious Everglades will be traversed by a highway for the greater edification of the winter guests intent upon many-sided diversions.

BRIDGE OVER ST. MARY'S RIVER

Florida lies more attainable by motor than ever before. The automobile enthusiast may comfortably and expeditiously turn his back upon the ice vaults of the Atlantic Coast and run straight into its flower-garden.



A Delightful Holiday Place in Florida

MENTION of fine days reminds me that someone else has made me very jealous. I have just had a letter from a friend of mine who spends his winters at Miami, Florida, U. S. A., and he tells me that all the time he wears white flannels and white buckskin shoes; that five hundred girls bathe in the warm blue sea just outside his hotel every day; that one can go out in a boat and catch huge fish that jump out of the water and make faces at the fishermen; that people are playing golf in their shirt sleeves; that they dance out of doors, and that the

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climate is so lovely and so bracing that nobody notices the fact that it is a "dry" country, because they do not feel any temptation to drink. And—cars? Everybody has a car, and, if he has not, he pays threepence and jumps onto a "jitney," which is a Ford that pretends to be a little 'bus of its own, and that goes where its passengers want it to. The roads, he says, are delightful—in the town. Outside they are not so good, but nobody minds. They are quite good enough, and nobody much wants to get away from the eternal conveniences of civilization as set out by that white, sparkling, clean, happy seaside pleasure town.

It makes one very jealous to read of actual existing delights when here one can only look out of dull windows into a murky, toggy atmosphere, and know that it will be months before the roads properly dry up, the trees become green, and the sun give sufficient heat to allow one to sit out of doors without special precaution. Imagine cars that in the winter keep themselves clean and run on dry, white roads, and that carry happy people in white summer garments with parasols up, while off a blue sea, sparkling in the brilliant sunshine, there comes a delightful breeze that it is a joy to sit in. One hardly needs a motor to make it more enjoyable, but my friend tells me that everybody has one, and uses it all day long. Cars are "parked" in the wide streets for miles together. Except for distinguishing marks, most of them are as alike as peas, but nobody steals them, because Miami is a little community of its own, and the country around it is not very full of roads and travelers. Also, I expect, their owners keep them chained up from force of habit if they come from those parts of America where car-thieving has become a recognized industry.

What a happy place Miami must be. Even the Riviera has nothing like it to offer. One can only wonder why Americans ever think of going elsewhere in the winter except to their Californian and Floridian seaside paradises. I suppose there are objections, otherwise we should never see them over here except for the purpose of taking something back with them which it is now clearly impossible to produce at home.—*The Autocar*, London.

Motoring Conditions in France

AN account of a motor trip through France recently made by a correspondent of *The Autocar* of London is reproduced here.

"I came out to Savoy early in August and found worse roads than from Havre to Pont de l'Arche, notably south of Lyons. I have never before traveled for hours on end over such trying surfaces. My troubles were broken wing valances and a broken tooth in the small bevel, though these may have been occasioned partly by the long ascents and descents. The great camber on many French roads makes left hand steering desirable. Owing to the bad surface, one has to drive for hours on the extreme right with one's passengers and baggage bumping into one. The petrol difficulty is getting worse. Already, in September, I had to fill up with spare tins, which in France are not easy to get rid of. You often enter a belt of country from one to two hundred miles across where you expect to find no petrol and hope some will be left when you get across. Here, at Monte Carlo, none has been obtainable for three weeks and none is in sight. Garage charges are very high, 120 francs a month for a medium-size car. The country hotels were disappointing. Present day second-rate hotels do not seem to know the meaning of hot food or water. My car, a French 15.9 H. P., stood the gruelling remarkably well. I ran from Grenoble to Chamonix over the Megève Pass, 100 miles, with a broken pinion, and was laid up for a week or so awaiting a new one. My consumption over 1500 miles averaged 24 miles per gallon.

Attendants at garages, etc., I found very obliging. Sign-posts are mostly deplorable, often hidden, type very small and illegible owing to rusty lettering. Fortunately I had no tire troubles. As tires are not procurable here, I am having some sent from England, on which I shall have to pay freight, duty, and 10 per cent. luxury tax. Incidentally, I may remark that Monte Carlo is now the most desirable place on the Riviera, luxury taxless, towns and gardens in beautiful condition; no milk regulations, plenty of fuel and light, and a general air of prosperity without excessive charges. I also entered Switzerland, running round the Lake of Geneva. Roads were very good and in a high state of organization but too many police restrictions, which, if taken seriously, would spoil all driving. Geneva must be the motoring town par excellence on the Continent In France, pleasure cars are comparatively few. Fords are as numerous as Rolls Royces.

Reduction in the French Duty on Automobiles

SINCE the cessation of hostilities in Europe made it possible to import privately owned automobiles into France duty has had to be paid at the rate of 70 per cent. ad valorem for cars up to 2,500 kilogrammes in weight.

An official decree of December 23, 1919, provides for a reduction of both the general and minimum rates of duty on automobiles weighing up to 2,499 kilogrammes, also on spare parts and accessories, to 45 per cent. for importation into France and Algeria. On automobiles weighing over 2,500 kilogrammes the former rate of duty prevails, as provided for by the law of July 8, 1919, on the basis of 50 francs per 100 kilos multiplied by a coefficient of 1.3.

The Franco-American Board of Commerce and Industry suggests that the reduction to 45 per cent. ad valorem seems to be the largest the French Government is willing to make, on account of the fact that French automobiles of $2,000 or more in value are subject to a duty of 45 per cent. ad valorem when imported into the United States. Should this country reduce the duty on French cars, it is considered possible that a similar reduction might be made in the French rate.

Up to the present time, although the official decree has fixed the duty at 45 per cent. of the value of the vehicle, no notification has been received from the French Customs authorities that the reduced rate is yet in force, so that, presumably, the old rate of 70 per cent. ad valorem still holds good.

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Notes on My Trip to Porto Rico

Silas Wodell

ON Saturday noon, February 22nd, last year, our party of three left New York on the steamship *Brazos*. The day was one which it seems should be historic in the annals of the Weather Bureau, as no overcoats were required all the afternoon; however, as the sun went down, it became cooler.

The passage was comfortable although not especially interesting, as the course of the liner was outside of the beaten track of vessels. The beautiful sunset presented at the ending of the voyage, on Wednesday, February 26th, as the ship entered the harbor of San Juan, Porto Rico, was ample recompense for the four days and more at sea. Certainly the coloring which the setting sun placed upon the ancient walls of Morro Castle can neither be described nor reproduced.

The Palace Hotel at San Juan has been done over recently and is thoroughly up-to-date and well equipped. The service is good, and our stay at San Juan far exceeded our expectations as far as comfortable hotel accommodations were concerned.

For your information, it should be stated that a new hotel is about completed on the beach toward Condada, and it is said that this hotel is being erected and will be conducted by well-known New York hotel interests.

Near this hotel-to-be is the new Presbyterian Hospital, splendidly equipped, well managed, and situated right on the beach. It means so much to those traveling in a foreign land, to be assured of good attention, both medical and surgical. This hospital, built by friends at the North, is endowed and should be visited.

It is now difficult to get any chauffeurs excepting natives. Inasmuch as neither the writer nor any of his party spoke Spanish, he presented his letter of introduction to Mr. Herman L. Cochran, vice-president of the American Colonial Bank, to whom the writer is indebted for everything enjoyable throughout his stay in Porto Rico. Mr. Cochran procured an automobile and a satisfactory and competent native chauffeur and arranged all the details of the trip, including itinerary and cost per day.

Our trip is summarized as follows:

1919		*Mileage*
Mar. 3—	Leaving San Juan the roads go through villages and settlements for several miles, and then into open country, passing the Estabrook place, at.....	16
	Wireless station just before entering Cavey	37
	Cavey	38
	Later on tobacco fields are seen covered with mosquito netting; then the highest elevation reached on this road, which is between Cavey and Aibonito, 2,150 feet	50
	Aibonito	51
	Coffee trees in flower follow this; and then comes a drop to 600 feet elevation	58
	Coamo Village is entered	61
	After passing on through Coamo Village, a sharp turn to the left is taken and then, Coamo Springs	65
	Here is a very good Inn, sulphur baths in water which comes piped to the baths at a temperature too high until reduced. Great results are claimed for rheumatic troubles.	
	Then we turn into the main highroad, turn left and pass through Juana Diaz, at.....	78
	From this point on much trucking is encountered, bullocks drawing carts loaded with sugar-cane going to the factories, and quantities of white limestone dust	84
	Arrival at Ponce	87
	Ponce is not an interesting town. The Hotel Melia near the plaza in the center of the town is probabily the best one there; meals good and rooms comfortable.	
Mar. 4—	After passing the night at the Hotel Melia a visit to the factory of the South Porto Rico Sugar Company is made, at Guanico. The run out to Guanico is one of the most beautiful of the rides on the Island. For a short distance the road is dusty and winding and then come steep grades and the road goes along the edge of cliffs and into Guayanilla	18
	Yanco Village	22
	Leaving the main highroad, turn to the left into a road which is full of holes and the surface broken, passing through Santa Rita	25
	Guanico in center of the village, turn sharp right	28
	Ensenada, location of sugar factory	29
	The officials are courteous and detailed a competent member of their staff to take the visitors about and explain the interesting work of producing sugar from the cane to brown sugar as it fills the bags.	
	After reaching Ponce on the return journey, a stop for the night was made at the Hotel Français. This Inn is located some distance out from the center of the town, very near a railroad station, and too far from the harbor on the Caribbean Sea. The interior is pleasant and the meals good, and it is simply a matter of choice between this hotel and the Hotel Melia for stopping a night or two. The rooms are quaint and the bathrooms consist of an enclosure with a toilet, wash basin, and shower. No tubs are to be found, it is said, in Ponce.	
Mar. 5—	Ponce to San Juan via Aricebo, leaving Ponce at 8:30 A. M. The run is through suburbs for two miles on a beautiful macadam road, when the road begins to ascend and becomes very winding. Beautiful valleys on the left; the general direction to Aricebo being in a northerly direction.	
	Many palm trees and much sugar-cane	6
	Followed by banana groves, dense vegetation; more groves on the slopes of the hills, deep ravines. Road now running along edge of high cliffs, winding and frequent culverts, coffee trees.	
	Elevation 1,000 feet.....	9
	Elevation 1,500 feet.....	10
	Elevation 1,650 feet, passing a typical mountain native cabin.	11
	Elevation 1,700 feet, beautiful stretches of valley and a view of the Caribbean Sea. Here the road crosses around to the easterly side of the mountain peak, the valleys now appearing on the right hand.....	12
	Banana groves, elevation 2,100 feet	14
	At this point the road is winding and undergoing repairs...	14½
	Barometer read 2,500 feet, highest point noted, descent begins.	15
	Village of Adjuntas, 1,500 feet.	18
	Banana groves; then cross a small ford; roads alternately ascend and descend, elevation about 1,500 feet	21
	Cross another ford	26
	Cross another ford and a long drop to 400 feet elevation....	30
	Bridge at Utuado	31
	Reach Belares Hotel at Aricebo for lunch	51
	From Aricebo to San Juan the land is teeming with industry and activity. The road begins at the cane fields, and sugar factories can be seen. Many mango trees and grape fruit groves	60
	After passing through Barceloneta	66
	and Manati	70
	the first pineapple plantations are seen, the fruit not yet ripe, or only half grown.	
	At a sharp turn in the road to the left is a sign post, "San Juan 46 K."	76
	Vega Baja Plaza	78
	Then come a series of villages and grape fruit groves.....	94
	At 3.20 reached ferry house at Cantana	100
	opposite San Juan Bay. Here the tourists cross on the ferry, a very picturesque sail, affording an excellent view of the harbor of San Juan. The motor ran around by land and met the ferry at San Juan Dock.	

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THE CACTUS HEDGE ABOUT THE CATTLE CORRALS AT OLD SAN GABRIEL

Sauntering Along the Trail of the Padres

The Story of the California Missions

Trowbridge Hall

Part IV, From San Gabriel to San Fernando

MUCH of the thirty-two-mile road, connecting these two missions, runs through cities or suburbs of cities, with a resultant forced slackening of speed that makes the old Padre's ambling burro a fit competitor of the modern high-powered car; but in any event it would be an artistic sacrilege to rush through this wealth of luxuriant trees, shrubs and flowers "in your big red automobile." All the way in and out of Pasadena (the crown of the valley) the smooth macadam is flanked by flower-embowered bungalows, over which rose bushes clamber to the very roof-top, covering it with a literal thousands of blossoms. One enthusiast claims that if only a pole long enough were available, Jack and his bean-stalk would be easily outdone by the humblest flowering plant of California. But a truthful description of this Pasadena would seem to belie its world-wide reputation as the ideal health resort—where you freeze in the morning and thaw out at noon; where strawberries and fur coats are in evidence at the same time, while open fires and open windows are the daily procedure. But, after all, isn't the joy of living in life's contrasts?

Not far away is Nuestra Senora Reina de los Angeles—a beautiful and most befitting name during the early days of that city's existence, when every tongue wagged in slow, stately Spanish. Perhaps no more fitting than the present day title of "Los" for this Mecca of the middle west and the middle classes. It is a city that prides herself, first and last, on her material progress and modern methods, hiding away on the shelf of oblivion, just as years ago we atticed the furniture of our forefathers, every one of the charming customs and manners of bygone days. Hardly fifty years ago strangers visiting the then Spanish settlement would awake to a hymn sung to the morning star, every household taking part. Impossible, they say to-day, people are too self-conscious. Yet the custom survives in more rural Pasadena, where each Christmas and Easter choristers parade the streets and remind a sadly indifferent world of the birth and resurrection of Christ.

Over Sunset boulevard is the way into Hollywood, so named in remembrance of a Mass celebrated by Father Junipero Serra, near what is now the center of the town, to the holy wood of the Cross. All forgotten these days, of course. The town has now become the home and center of moving pic-

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SAN FERNANDO AFTER CIRCULARIZATION

tures, with a reputation suggestively revealed in the current epigram: Are you married or do you live in Hollywood?

Near the center of the city you turn to the right and over Cahuenga pass, known as the settling of Cahuenga battle and the stage for the final negotiations between Colonel Fremont and General Pico. From there to Sherman Way, through the clean modern towns of Lankershim and Van Nuys, on to El Camino Real de San Fernando, towards the low-lying hills that lose themselves in dim perspective. In the distance rise two "picture palms" over a hundred feet high and in age years over a hundred.

These are the outposts of the Mission San Fernando.

San Fernando

The last of the Californian Franciscans, Fray* Tomaso Estenago, was a most worthy son and follower of the holy St. Francis, living to the very end in accordance with the highest ideals and traditions of that self-sacrificing brotherhood.

Born in gloomy old Toledo, in one of those crumbling palaces "imprisoned" just behind the ancient bastion, near the gateway of Puerto del Sol, where the streets are so narrow that the wheel hubs of passing vehicles scrape the walls, he passed all his younger days in the midst of its medieval surroundings. The palace's iron-banded doors, studded with enormous nails, suggested the entrance way to mystery, while the dim courtyards beyond seemed suitable for any sort of crime and it was entirely the promptings of this environment that led him to dedicate himself to a vendetta of vengence on the death of his only and well-beloved brother, killed in a quarrel. For days and nights, seeking his feud enemy, he wandered through the labyrinth of Toledo's streets; tirelessly persisting in his almost hopeless task until late one evening at a crossway where several alleys run in opposite directions, he came upon the murderer, alone and unarmed, hiding in the shadow of a portico. As he unsheathed his stiletto, ready to strike, the man fell on his knees and stretching out his arms in the form of a cross, implored Tomaso, by the mercy of Christ to spare his life. In a vision Tomaso saw the drama of the crucifixion and plainly heard the voice of Jesus saying, in answer to the thief who, fastened to the cross beside him, was begging for mercy: "Thou art forgiven, verily thou shalt be with me in Paradise." With the simple-minded belief of the times Tomaso accepted this as a sign and embraced his enemy.

Together they entered the church of Santa Maria La Blanca, and prostrated themselves before the crucifix. The one sobbing out his thanks for having been saved from crime; the other penitently imploring forgiveness for the crime committed. As they prayed they both seemed to see the figure of Christ bow his head in token of the remission of sins—and peace entered their souls.

After this, life completely changed for Tomaso, and his old world saw him no more. Almost immediately he made his profession as a novitiate in the Franciscan convent. Being of noble birth and highly educated for the age in which he lived, his progress was exceedingly rapid and in a very few years Rome offered him every preferment, but his youthful experience had enflamed him with the burning desire to convert sinners and no gift within the power of the church could turn him from this purpose. Caught in the current of missionary fervor at that time sweeping over Spain, he was carried to far-away California and to the Mission of San Fernando.

Father Tomaso Estenaga was alone and for the once, in spite of wonderful courage and steadfast faith, his thoughts seemed weighed with a grief impossibly heavy! The austere adobe cell in which he sat was little calculated to bring solace to either body or mind, and as he glanced about it a smile flickered across his gentle face, when he remembered the recent tirade of the Father Presidente against too luxurious living and the demand for a strict adherence to the Franciscan rule of absolute poverty. Except for the crucifix standing in one corner, in front of which the tile flooring was worn by many hours' devotion, there was only a four-legged rough-hewn wooden frame, covered with rawhide, that served as a bed, one chair and a rude bench-table. The single window, opening out onto the long shaded corridor, was heavily grilled with iron, keeping the room for most of the day in semi-darkness. Subconsciously he

* Fray is Spanish for the Latin "Frater," indicating a religious brotherhood.

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contrasted these surroundings with the splendors of his old Toledo palace-home, but even as he did so the setting sun, now in line with the window, cast a halo of light about the figure stretched in agony upon the cross, which seemed to say "I saved others, myself I would not save." "*Mea maxima culpa*" murmured the priest, "how wonderful to be able to pay to God that which one has vowed to God," and with a lightened heart he took from the table in front of him the document which had caused his former melancholy.

The backwash from the sea of revolt started in Mexico by the Creole priest, Miguel Hidalgo, in 1810, had long since swept over the missions of California. The French revolution and the Napoleonic wars having drawn Spain into the "whirlwind of red terror," Carlos the IV was forced to abdicate in favor of Fedinand the VII and he in turn was driven out by Joseph Bonaparte, so Spain had no time to think of what might be happening across the Atlantic, and being able to spare neither troops nor money her colonies must shift for themselves.

California found herself obliged to apply to the missions for relief. At first with apologies and an outward show of deference, later emboldened by the ease with which supplies were obtained, the Governor requisitioned huge amounts, giving in return drafts on bankrupt Mexico, apparently on the theory that the missions were like "cows that could be milked without feeding."

"Only Thursday, today," thinks Father Estenaga, "and it is the second time this week that I have received such peremptory demands." Once again he reads the order.

"How am I to keep on meeting these increasing exactions? Can it be that my first duty is to my king rather than to my religious charges?" But in his heart he knew well that question had been answered centuries ago, for the Church, while the mouthpiece of God, was ever in subjection to royalty, and the official representative of the Spanish king must be obeyed.

For nearly a year now, because of lack of funds, Father Estenaga had been obliged to deprive the Indians of those weekly rewards so dear to their childish hearts. No longer, after each Sunday mass, was to be seen those happy processions, headed by the mission orchestra, wending their way, with song and music, to the convento door where he stood waiting to distribute to one a handkerchief, to another a dress, here a bright trinket, there a bit of money, with an encouraging and happy word to each and a final benediction to all. And there was no use to deceive himself, he must keep on giving so long as there was left anything that would content the insatiable demands of the officials and the indolent troops.

Months later, Iturbide, Mexico's first emperor, was forced to abdicate and the succeeding republic showed even less affection for religion than had the Empire, issuing a proclamation that all Indians desiring to leave the missions might do so. In furtherance of this proclamation, Don Miguel Alvardo went to the Mission San Fernando and ordered Father Estenaga to assemble all the Indians. Half naked and barefooted they gathered about the Plaza, gazing in sullen silence at the soldiers who had robbed them of the clothes and shoes that rightfully belonged to them. In bombastic style Don Alvardo harangued the neophytes, urging with all eloquence that they should free themselves from priestly shackles. Henceforth, he acclaimed, your trials will be over; no tyranical priest can compel you to work, you will be citizens of a free and glorious republic with none to molest or punish. And then he called upon all who wished to enjoy these blessings of freedom to step to the right, while those content to remain under the hideous bondage of the Padres should keep to the left.

If Father Estenaga ever craved a recompensing reward for his long sacrificing and tender paternal care, he received it then and there to a hundred times a hundred. Of all that throng of unfortunate, overworked, poverty-stricken Indians, just nineteen sneaked to the right and they shamefacedly soon crept back to their companions drawn up in solid ranks on the left.

But the government had only fired the opening gun; tax upon tax was imposed, forced loans were made, cattle were killed without even going through the form of asking consent. Immense tracts of land belonging to the missions, ever since their foundation, were granted to favorites and then as if drunk with the wine of their own excesses, a decree was forced through the assembly legalizing the seizure of everything except the church and one room for the resident priest. Most of the majordomos placed in charge by the government were incompetent or stupid, allowing the property to drift to ruin; some were downright dishonest, ready to sell anything — live stock, kitchen utensils, farm implements, tools from the shops, tiles from the roofs—anything with which to feather their own nests.

SAN FERNANDO TODAY, SHOWING THE GIANT PALMS

Through it all Father Estenaga clung to his post, watching with breaking heart his spiritual flock dwindle day by day as the buildings that once housed them were one by one wrecked and pillaged beyond repair, while the once vast herds, that fed them, disappeared over night. He refused to leave even when the ruin was so complete that it was with the utmost difficulty that he and a handful of faithful loving Indians could scrape together food enough for their barest needs.

Each day, as of old, though the church was in ruins and the altar stripped of its glory, he recited mass ever hoping that the good God would

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turn the hearts of their persecutors. But day by day this little band grew poorer and poorer, forced at last to subsist on roots and wild berries, Father Estenaga the while secretly denying himself of even this scant fare so that his loyal followers might have the more. One morning at the Kyrie of the mass he was seen to totter. Rushing to him, the Indians heard a faint "Domine ecce ad sum" (God, I am here), and he fell back dead—of starvation.

A pretty legend tells of a flock of swallows that just then, entering through the broken roof, alighted about his fallen body, twittering "svalo," "svalo" (hence their name), meaning "consolation; I bring consolation."

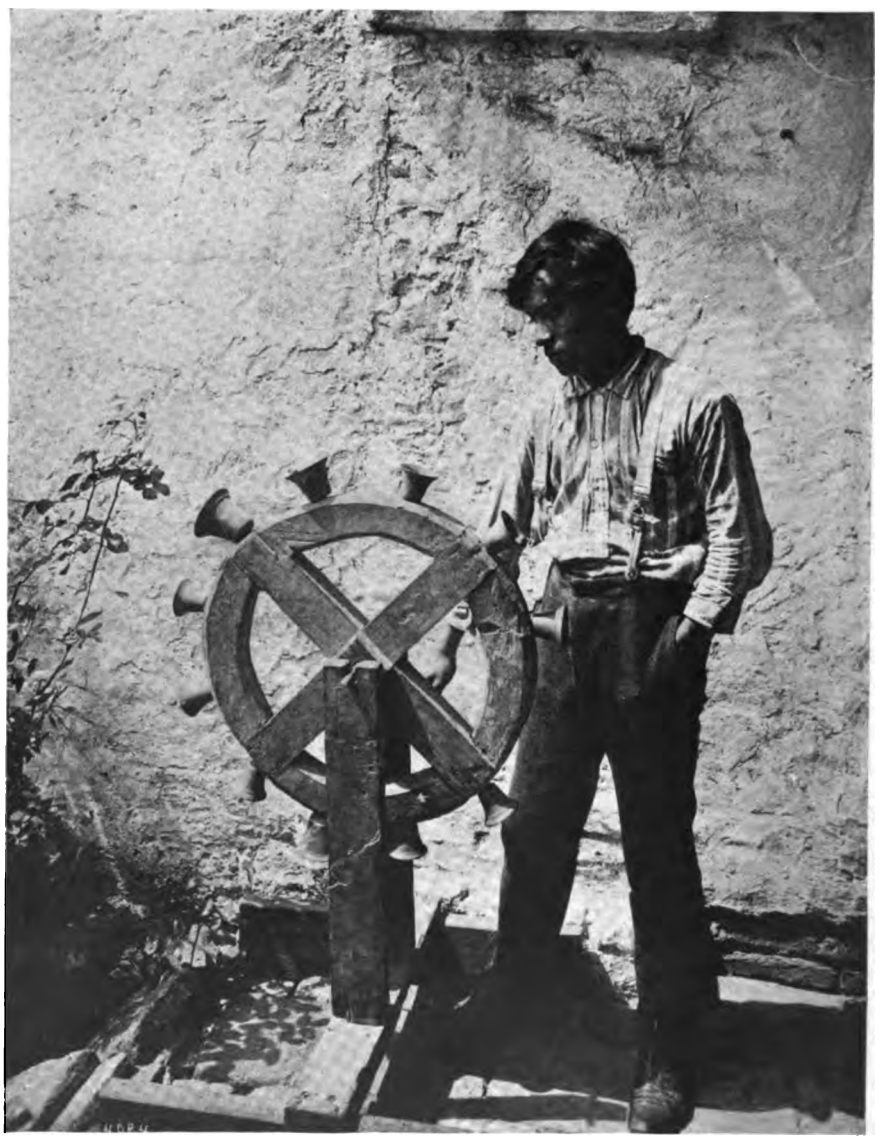
San Fernando, Rey de Espagna, to give the mission its full title, was named after a Spanish king, Ferdinand, who was canonized, so far as the records seem to relate, on account of the exceeding peace and happiness of his home life, to be for all posterity a brilliant example. The chronicle goes on to explain that he was much under the influence of his mother, who lived with him after his marriage. Whether the "peace and happiness" was in spite of this or because of this the records fail to state; presumably the former, for otherwise the mother would have been canonized and not the son.

At any rate, the day good Father Crespi reached that broad fertile valley lying in the shadow of Sierra Madre—a valley that his earthly self recognized as the ideal home for his religious brethren—he fumbled a well-worn parchment calendar and discovered the day to be St. Ferdinand's day, and so, according to usage, the mission became San Fernando.

This was in September, in the year 1797, but for some reason, apparently not of record, the first chapel built of adobe was not blessed until 1806, and not until 1818 was the large church (the present structure) ready for use. This was also built entirely of adobe which in part explains the forlorn tumble-down ruin of today. The mission, religiously, followed along the same path as did all its fellows, converting its full share of savages, and bringing under its peaceful sway all the wild men and the wild lands for miles around. But in this respect it was no more notable than many of the other missions. San Fernando's real fame today rests rather on material associations, as gold was first discovered there and discovered by one of her own mission Indians who, while hunting for straying cattle, stopped to rest in the canyon San Felice just as the sun reached its zenith. Lying at full length under the shade of a big oak tree he happened to espy a cluster of wild onions, of which he was inordinately fond, and lazily stretching out his arm with sheath knife in hand he began to dig about their roots. Up came the onions —and a nugget of gold. The Padres endeavored to keep the secret—not that they so much wanted the gold, but they did not want the rough characters the news would surely bring. But all in vain. Hundreds flocked to this canyon and have left their imprints in such local names as "Swell-head Diggings," "Shirt-tail Canyon" and "Hell's Hollow."

American military history has also marked this mission with her own stamp of fame, for here was fought the deciding conflict when California rose to drive out the Mexicans and here in later years General Fremont and his troops were quartered until the signing of the Cahuenga treaty which closed all hostilities against the United States. The casual visitor of today finds only a rickety, crumbling church and, where the buildings once connected church to convents, a shapeless mass of adobe, the earthen bricks washed by torrential rains back to the ground from which they sprung,—"dust to dust." The convento proper, thanks to a rich Mexican archbishop, who being driven from his own country by Carranza at the time of the expulsion of the religious orders and settling in the Fernando valley, has been propped and shored into a semblance of its former self. But the local painter and local carpenter have done their best to disguise this blessing. The original grillwork of wrought iron to be sure, still covers the windows and the old red tile still brightens the roof, but the rich brown, age-colored arches and pillars are now daubed with a plaster of staring white and the quaint irregular monastic rooms within have been hammered into straight and tenement form.

If only those rooms could talk, what tales they would have to tell!



THE BELL RINGER OF SAN FERNANDO

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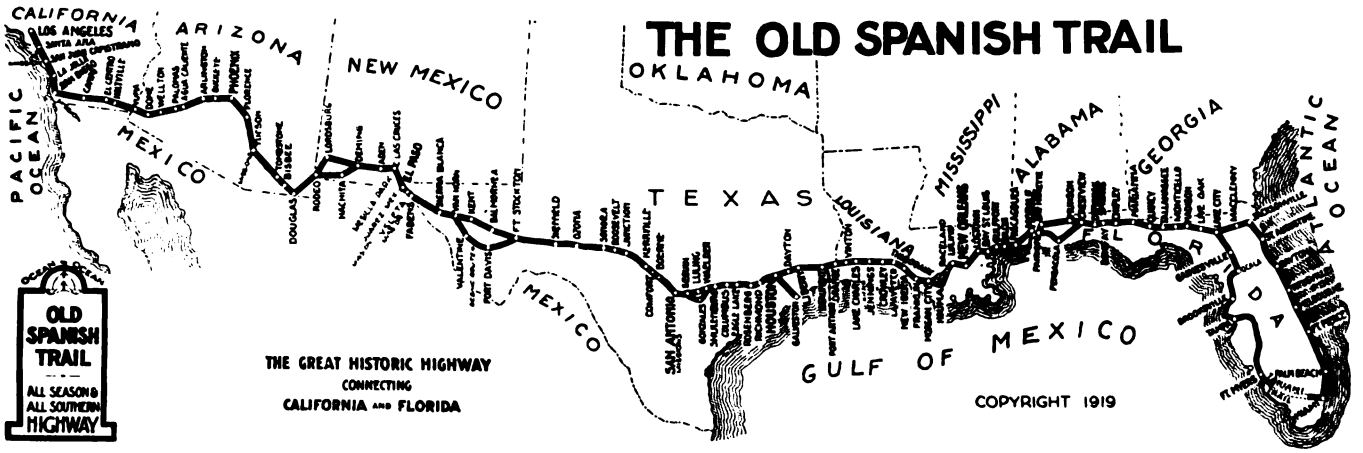

NEARLY one-third of the Old Spanish Trail, which will connect Florida and California, the two winter play-grounds of America, is in the Lone Star State. Behind this trail is being put a centralized effort to build it up and make it the Southern Lincoln Highway. The trail is nearer completion today than most people realize, nearly fifty per cent is built or the money is in hand to build, while the counties which are not yet at work are proceeding to vote bonds and get ready.

The Old Spanish Trail gives promise of being open for travel from Los Angeles to New Orleans by the winter of 1920-21. The West is ahead of the East in this work, and Texas, with 957 miles of highway, is building, or preparing to build, more extensively than people realize.

With the administrative work of the Old Spanish Trail now centered in San Antonio, Texas, organization is being perfected along the Highway through Old Spanish Trail clubs in cities, towns and counties. These clubs are proceeding to take care of their district according to a program of work that has been laid down. Texas has one-third of the distance and is the heart of the Highway system. It is recognized that when the Texas section is completed the East and the West will have their sections to the Texas line.

An idea of the situation through Texas today is shown by the records of the Old Spanish Trail office. Of 957 miles in Texas, 280 are completed, mostly paved; 437 miles are now under construction, or with cash in hand; 240 miles are unsettled, but Old Spanish Trail Clubs and other interests are at work and have assured favorable action.

It is quite likely the Highway will be ready for travel this summer from East Texas to the hills of Boerne, Comfort and Kerrville in East Texas, for construction is now proceeding in all those counties except one.

Another interesting fact is that bad crooks and turns are being straightened and distances shortened. Cement bridges are being built even over small waterways. New courses are being surveyed to avoid low levels. Between San Antonio and Houston the Highway when completed will be shorter that the Southern Pacific railroad.

A party of Old Spanish Trail officials will soon leave San Antonio for a trip over the Trail 400 miles to Van Horn. From Van Horn to El Paso the work is about complete. All the West Texas counties are anxious to do their full part, and this trip will get the work started along right paths. In Jeff Davis county the ancient road through the Davis mountains will be inspected.

At the Convention at San Antonio last November, the Ft. Davis people made a strong plea for routing the Trail through that historic and scenic section and they are now taking steps to vote the necessary money to build a permanent highway through their section. When this is built, Texas will have on the historic Old Spanish Trail a mountain and resort section remarkable for its beauty and interest also. In Arizona and New Mexico are the remarkable mountain sections through which the Trail passes.

The Old Spanish Trail's direct route from Los Angeles to Jacksonville is about 2,900 miles long. Including the Florida connections, it embraces over 3,500 miles. Developing this into an all-weather, completely connected roadway is a big undertaking.

The Old Spanish Trail is a natural highway across the continent. It is rich in old history, it connects five great military and naval centers, it links the playgrounds of the South and joins Florida to California. It is supported by a loyal personal interest all along the way. But, like the Lincoln Highway, its successful development will only come through a well-financed business administration. With all the

SAN JOSE MISSION, BEGUN IN 1718, SIXTY YEARS BUILDING, SAN ANTONIO, TEXAS

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PLAZA AND SPANISH CATHEDRAL, ST. AUGUSTINE, FLA.

counties having a full quota of members and a local organization, the combined power and effect of widespread organization will bring big results.

California has voted $40,000,000 in State road bonds and intends to build the Highway in concrete to Yuma, the Arizona line—more than half of this is now paved, including Los Angeles to San Diego, and 75 miles of the 182 miles from San Diego to Yuma. 25 miles more are under construction.

All the money is provided for a standard roadway across Arizona; the State and the counties are concentrating on this work. Many links are already paved.

Because the Old Spanish Trail is an all-weather, all-the-year route the New Mexico section follows the Borderland Route where the lower altitudes over the Divide are used, and a wonderful drive is possible at all seasons. In Arizona and New Mexico this is the only road where all rivers are already crossed by bridges. New Mexico, like Arizona and California, is completing her portion. Federal aid, dollar for dollar, will be granted through these three States. The road race, El Paso to Phoenix, 540.8 miles over the Old Spanish Trail, in November, 1919, averaged 45 miles per hour. This is an indication of present conditions.

Louisiana is already nearly complete with a metal or hard-surfaced highway. The incomplete portions are provided for. Orange, Texas, has her money for bridging the Sabine River and Louisiana will meet her part. The other rivers, except the Mississippi, will be bridged by the end of 1920.

Mississippi has 97 miles and is awaiting State appropriations. Considerable money, however, is in hand and some important sections are being built. Half of the Mississippi mileage is a wonderful road along the shores of the Gulf.

Alabama has but 73 miles. A bond issue of $25,000,000 is to be voted on February 16th. If this is adopted, Alabama can complete her part. A natural obstacle between Alabama and Florida has been near Pensacola—the Perdido River and the Escambia Bay. Pensacola now has the money for bridging these.

Florida has 407 miles. The Old Spanish Trail is Highway No. 1 of the State system and work is progressing. While there is a great deal of work to be done there, it is worth noting the Florida Highway Department has $6,000,000 for road improvement this year.

The American City, in discussing a new concrete bridge over the Apalachicola River, after mentioning that this link in Florida's road system will prove of great value, tells when a change is to be made in the method of crossing a river, it is usually a process of evolution. First the ferry is used to transport the vehicles from one shore to the other; then some structure of a more or less temporary character is usually built, followed by a permanent type of structure at some considerably later date. The intermediate step has been completely set aside by the State Road Commissioner of Florida in the case of the river crossing near Chattahoochee, Fla. On the Old Spanish Trail at present, a ferry is in use on the Apalachicola River, but designs are already complete and work will begin shortly on the construction of the new Apalachicola River bridge.

The new bridge was designed by James A. Mortland, bridge engineer of the State Road Department, and embodies the best principles of reinforced concrete design as applied to highway bridges. The arch spans have a clear opening of 110 feet with a rise of 17 feet above the springing line coping, and consist of two reinforced concrete ribs supporting the floor system of concrete, upon which will be

WHERE THE OLD SPANISH TRAIL CROSSES SALT RIVER AT TEMPE, ARIZONA

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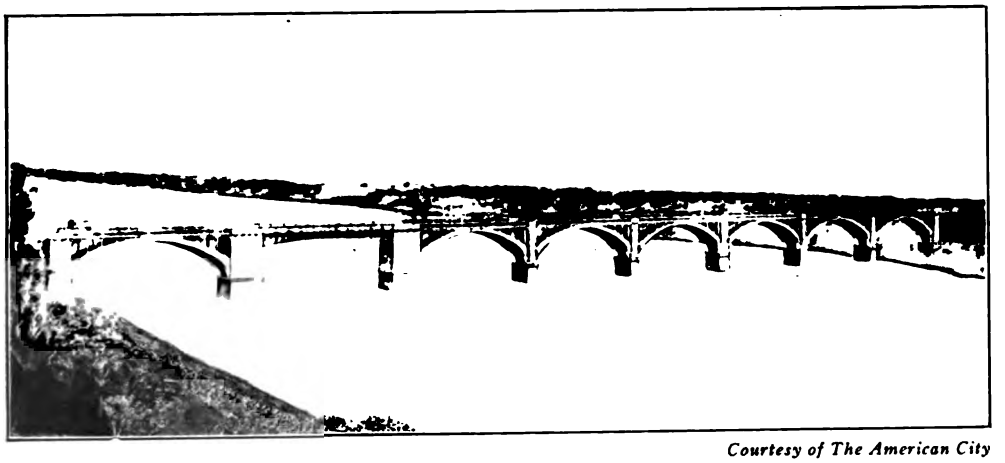

Courtesy of The American City

CONCRETE BRIDGE NOW UNDER CONSTRUCTION OVE APALACHICOLA RIVER

laid the asphaltic concrete roadway.

The lift span is of the Strauss bascule type and provides a clear ship channel 100 feet wide. This span will be operated by either hand or electric machinery. The pier foundations are to be carried to a depth of 8 feet below the bed of the river and will rest on concrete and wood piling. Every precaution has been taken to provide a bridge which will fully meet future traffic conditions resulting from the improvement of the highways and the construction of this important link for through travel from the north and west. The complete structure will cost approximately $200,000.

Harry L. Miller, San Antonio, Texas, president of the Old Spanish Trail Association, says, "The expense of administering the work over 3,000 miles of highway is not small. A highway built and traveled, not one merely talked about, is what is wanted—and that sort of a highway will render permanent service to every city and town on the way. Overland highways, like overland railroads, build up cities and towns. The overland highway is the next great national movement—the railroad has finished its stage of great development. Like the railroad, the overland highway, once built, becomes a permanent community resource.

"There is nothing that will so permanently advertise a community as a transcontinental highway. Once this highway is built, it will continually carry thousands of travelers from city to city—and to the eternal benefit of every city and every small community on the Trail these same travelers must pass through their streets and if the community is hospitable the traveler will stay a while. The Highway is a permanent asset of greater value than any of the usual advertising efforts. Moreover, it is a public enterprise worthy of our pride."

The Old Spanish Trail will maintain an administration force to keep behind the work until the Highway is open to travel from California to Florida.

Courtesy of Manufacturers' Record

FERRY TO BE REPLACED BY THE NEW APALACHICOLA RIVER BRIDGE

Where the Old Spanish Trail crosses the Salt River at Tempe, Arizona

The Newark Show

NEW Yorkers who missed the Automobile Show at the Grand Central Palace still have a chance to see many of the cars that were on exhibition there, by taking the tube over to New Jersey. For in Newark, from February 28 to March 6, the dealers of New Jersey are holding a show of their own at which they will exhibit factory models.

Due to the fact allotments of show space are in great demand the management will first ascertain the amount of space actually required by all the applicants, and then apportion the available space so that each exhibitor may obtain as nearly as possible that share of the entire space to which the exhibit entitles him.

The Newark show has gained the enviable distinction of being one of the really big motor car exhibitions of the country. It is also one of the pioneers, as the forthcoming exhibition will be the twelfth annual. When a little thought is given to the matter it is seen that twelve years back there were very few auto shows, and that the motor car was far from the model of perfection that it now is. The Newark show had its inception in a small park hall, and it has grown to such bounds that it is now held in the largest building, not only in the city, but in the State, and withal that there isn't room enough to anyway near accommodate the demands for exhibition space.

Artistically, the Newark show is in keeping with the best in the country, and is said to equal the big national exhibitions. Thousands of dollars are spent in decorations and the armory presents a spectacle of brilliancy that is a magnet for thousands.

Low Grade Fuels Mean Trouble

The present-day car is a highly developed piece of machinery, but low-grade fuels are forced upon it, and while many cars collect less carbon than others, nevertheless in time all automobile cylinders will become carbonized.

When this happens the full power of the machine is not given, because the carbon in the cylinders pre-fires the gasoline charge, with the result the motor is working against itself.

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Second Aeronautical Exposition

IN March the New York public will have an opportunity to see what American designers have accomplished in developing commercial airplanes—planes for private use, for sporting or touring purposes, or long distance transportation of freight and mail, at the Second Annual Aeronautical Exposition at the Seventy-first Regiment Armory, 34th Street and Park Avenue.

While the airplane owes its development principally to the war, American manufacturers, since hostilities ceased, have concentrated their efforts on planes for pleasure, sport and commercial uses. Many of the planes that will be exhibited are already assembled and are being tested by daily flights. Some of the larger ones are carrying mail between principal cities, while others of advanced construction will receive trial flights a short time before the opening of the exposition on March 6.

Many of the models have comfortable enclosed cabins with unbreakable glass windows. They seat from four to twelve passengers in chairs as luxuriously appointed as those of a Pullman. The noise of the motors is deadened and passengers enjoy a flight much the same as if they were riding in an observation car or limousine without the wheels touching the ground.

Many of the smaller machines are of the limousine type, accommodating two or three persons. Then there are several types of sporting machines, a majority of them flying boats.

The larger planes have a carrying capacity of from three to six thousand pounds and, driven by three or four motors, will cover half the distance across the United States in a single flight. The cost of operating airplanes has been reduced during the last year from the almost prohibitive figure of one and two dollars a mile until now it compares favorably with motor trucks and railroads. In this connection, it is interesting to note the development of wireless telephony, which was a fact before we entered the war, and a thoroughly American development. The following extracts are taken from an article written by J. H. Collins in the *Saturday Evening Post*:

Radio speech was transmitted between United States Navy vessels at sea in 1915, and across the Atlantic to the Eiffel Tower in Paris, and over the Pacific to the Hawaiian Islands in the same year. These installations required elaborate apparatus, of course, so that when Uncle Sam's Signal Corps asked the scientific staff of the Western Electric Co. to develop aircraft wireless, obviously it set a man's task, since all the equipment for generating radio currents and transmitting and receiving speech, and the antennæ for catching speech out of the air had to be reduced in size and weight, so that they could be carried on an airplane. More than that, they must not interfere with other apparatus or give the aviator any trouble.

Right there the fun began. The wireless engineers had to make their own power with a little wind propeller, after trying storage batteries. The airplane wing specialists viewed antennæ proposals apprehensively, and wireless engineers had to devise a trailing wire behind the propeller to pick up their radio talk. There was still a box or two to be stowed aboard somewhere, and they had to get space by haggling with other specialists. Aviators themselves did not view the wireless with any joy when it was first proposed; they thought battle flying already complicated enough; in fact, though born in wartime, and likely to grow into a useful adult, aircraft wireless was more or less a foundling in its first days.

Fully two years before the European War Captain, now Colonel, C. C. Culver demonstrated the practicability of working wireless telegraphy between an airplane and the ground. As aircraft developed on the western front his views about wireless maneuvering were supported by war experience; and in February, 1917, he achieved wireless communication between an airplane and a ground station at San Diego, Cal. An invention like aircraft telephone could not be the product of one man. It was an achievement of massed invention. The desired end was discussed, defined, split into units, and parceled out among specialists in widely different fields. It was invented in a thirteen-story skyscraper down on New York's North River front, a workshop wholly given up to telephone research. To get good results from one man a dozen were set at a single detail, and to get the happy device that finally did some part of the business often a dozen or more were developed and cast aside.

An American Invention

Nothing whatever had been done abroad in wireless telephony. Aircraft fighting had reached a point where instantaneous communication by telephone promised military advantage equivalent to radical increases in speed and flexibility. The tools of war are pretty well standardized. All combatants have the basic things, rifles, high explosives, aircraft, submarines. Military advantage depends chiefly on perfecting something a little better along standard lines and making it count before the enemy can adopt it, which will not be long. Aircraft had been boosted up to top speeds and mobility, and also fought in fleets under battle formation. The very essence of fleet maneuvers was communication; and beside the instantaneous telephone all signaling systems were cumbersome. Basic principles of wireless telephony had already been worked out so thoroughly that the chief remaining problem was to devise special aircraft apparatus.

Actual conversation between planes in the air and the ground was simple enough if other difficulties could be overcome. Apparatus had to be as light as possible. A suitable powerplant was needed. Perhaps the greatest difficulty of all was to make telephone conversation audible to men flying in the air, where noise from the engines and propeller made ordinary conversation impossible. There were also electrical disturbances arising from the ignition system, which affected the wireless telephone.

In July, 1917, five weeks after the first conference, an experimental set was demonstrated at Langley Field, Va., conversing between an airplane and the ground. Five months later, at Wright Field, Dayton, Ohio, there was a demonstration of telephoning between the ground and two planes in the air, and also between the planes aloft. Each plane had a pilot and an observer, both receiving messages, and the observer was able to talk with the ground or the other planes. The first maneuvering of planes in the air by telephone was then effected.

Up to that time communication between an airplane and the ground on the western front had been wholly by wireless telegraphy. For the most part, an aviator telegraphed ranges and results of artillery fire from plane to ground. He had to be trained in the Morse code. Only occasionally was telegraphing possible from ground to plane, and communication between planes in the air was limited to crude signals.

Making Conversation Audible

One of the knottiest problems was that of making telephone conversation audible to the aviator in the air. This called for a soundproof helmet. Many experiments were made with sound-deadening materials and with

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forms of earpieces. The form of earpiece finally adopted was made of porous sponge rubber, re-enforced with tin foil, and telephone receivers imbedded therein. These were fixed in a thick leather helmet, to be clamped over the aviator's head and ears.

The problem was not solved by earpieces only, for man does not hear through his ears alone. After your ears have been successfully muffled, the bones of your skull, and especially the cheek bones, will transmit enough noise to interfere with good aircraft telephony. Therefore, the helmet had to be so designed that this bone transmission was muffled. Just when the telephone experts got their soundproof helmet right, the oxygen-mask specialists announced that nothing must interfere with giving the aviator oxygen at high altitudes, so the soundproof helmet had to be modified to meet one more condition.

How completely the desired end has been attained is shown in an amusing circumstance connected with aircraft telephony, for the aviator can hear others speak from a distance of from six to ten miles, and catch low-pitched conversation with a clearness and richness of harmonics not possible by an ordinary wire telephone; but the helmet so effectually muffles his own hearing that he cannot hear himself reply. He speaks, and is heard, but is not certain of it. Indeed, this has been found something of a handicap, for the aviator is led to raise his voice and shout, and, until he becomes accustomed to the novelty of talking and being heard by everybody but himself, he will worry for fear his talk is not getting through.

There were other puzzles, connected with the transmitter. This had likewise to be muffled from airplane noises but along entirely different lines. Obviously the aviator's mouth could not be padded with sponge rubber and tin foil. The transmitter was made quite simple in form, and also quite bare. Instead of the wide mouthpiece through which one talks in an ordinary telephone, it has three tiny openings, not larger than the diameter of pencil lead. When the aviator talks into these openings the sound waves strike directly and exert pressure not unlike three tiny rods pushed against the microphone. But airplane sound waves, however strong, swirl round it in other directions and do not enter in sufficient volume to be heard at all.

Airplane talk is now picked up either by a stringlike copper wire trailing fifty feet out behind the machine in flight and wound up before landing, or through a copper wire stretched like a fiddle string along the length of the top wing. On the ground a portable umbrella type of antennæ is used, a fifteen or twenty foot pole, with wire guys from its top to the ground.

By suitable adjustment for distance, wireless talk between battleplanes can be limited to almost any radius desired, from a few hundred feet to 100 miles. This makes secrecy possible, assuming that enemy planes are also equipped with wireless; because orders may be given and battle plans perfected before the enemy, though in sight, comes within listening distance. By simply moving a switch in front of him the aviator can lengthen or shorten the talk range.

British Customs Pass-Sheet

THE January issue of MOTOR TRAVEL contained a note on the new British customs and license regulations, in which it was stated that any number of temporary exits from Great Britain and re-entries may be made under the new British Customs Pass-Sheet (Triptyque). This, however, is not the case. Sir Julian Orde, the secretary of the Royal Automobile Club, advises that the British Customs authorities insist that only the first entry into Great Britain and the final exit from the country may be made with the one Pass-Sheet.

A suggestion as to the best means of meeting this difficulty has been submitted by the Foreign Department of our Club at the invitation of the Royal Automobile Club, and it is hoped that the practical details of the scheme will be very shortly completed.

European Customs Regulations Suspended

MEMBERS contemplating taking their automobiles to Europe for touring will be interested in the following notice from the Royal Automobile Club:

CARNET DE PASSAGES EN DOUANES

Information has been received from Paris to the effect that this document must be temporarily suspended. A commission is sitting in Paris, considering the advisability of revising the document and other points pertaining thereto. Thus it is necessary to issue a separate triptyque for each country until further notice.

When the Carnet de Passages en Douanes is again available you will immediately be notified.

(Signed) J. W. ORDE,
Secretary.

Air-Line Distances

THE War Department recently authorized the publication of the following. Air line distances are computed from one hundred mile circles drawn around New York and Miami, Fla. In flying, the conditions and the earth curvature may increase the distance up to twenty per cent.:

	Miles from New York
Albany, N. Y.	135
Atlanta, Ga.	650
Bangor, Me.	375
Boston, Mass.	200
Buffalo, N. Y.	300
Butte, Mont.	1,875
Chicago, Ill.	700
Cincinnati, Ohio.	550
Cleveland, Ohio.	400
Denver, Colo.	1,580
Detroit, Mich.	485
Duluth, Minn.	1,000
Fargo, N. Dak.	1,300
Halifax, N. S.	600
Hamilton, Bermuda.	725
Hartford, Conn.	120
Houston, Tex.	1,400
Kansas City, Mo.	1,100
Key West, Fla.	1,000
Los Angeles, Cal.	2,200
Mexico City, Mex.	1,750
Miami, Fla.	950
Milwaukee, Wis.	750
Minneapolis, Minn.	1,100
Montreal, Canada	300
New Orleans, La.	1,050
Omaha, Neb.	1,100
Philadelphia, Pa.	87
Pittsburgh, Pa.	325
Portland, Me.	275
Portland, Ore.	2,475
Providence, R. I.	180
Quebec	435
St. James Bay	800
St. John, N. F.	1,200
St. Louis, Mo.	850
St. Paul, Minn.	1,100
Salt Lake, Utah	1,875
San Francisco, Cal.	2,450
Savannah, Ga.	650
Seattle, Wash.	2,500
Sydney, N. S.	800
Toronto, Canada	325
Vancouver, B. C.	2,500
Washington, D. C.	220

Ballooning to the Front

BALLOONING as a sport is coming rapidly to the fore. The World War increased interest in ballooning because so many men were training as pilots and observers. The general interest in this exciting sport was evidenced at a recent meeting of Detroit and Cleveland sections of the Society of Automotive Engineers at Akron when four engineers made a flight of 15 miles with Ralph H. Upson.

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First Car to the "Fallen Sentinel"

THERE is a contest every spring among Stockton automobile men to be the first to reach the Calaveras grove of redwood trees. This year renewed interest was given the event by the fact that during a terrific windstorm one of the two giant Sequoias known as the "Twin Sentinels" was blown down. These two trees have guarded the entrance to the grove for thousands of years. They were thick of trunk when the Greeks and Persians grappled at Marathon and the news of victory was carried by foot.

In spite of the heavy snowdrifts which barred the way, J. C. Skinner determined to make the attempt early enough to forestall other contenders for the honor. With the experience of many such journeys, Mr. Skinner was fully alive to the dangers and hardships of a trip over the Sierra mountain drifts.

A day was spent in assembling equipment and food for the thirty-six hour fight. The car, a Mitchell, had a pair of "snow shoes." These were large wooden drums attached to the rear wheels and carrying cables. The cables were fastened to a tree ahead of the car, and as the rear wheels revolved were wound up on the drums, thus pulling the car through the snow "by its own bootstraps."

The start was made at midnight one day last month, and by 4 A. M. the party had arrived at the worst part of the trip, a snow-covered grade three-quarters of a mile long, leading to the grove. Here an hour was spent putting on the snowshoes and eating breakfast.

Some idea of the going can be gained from the fact it took three hours racking, grilling work to cover those three-quarters of a mile by pulling constantly on the cables. "It took as much work to get back, too," says Mr. Skinner.

Left-hand Steering in England

(Considerable interest is being taken in this subject just now and the writer of these notes gives prominence to the legal side of the question.)

THE merits and otherwise of the left-hand steering post are being discussed, largely it would seem because of the new Fords coming through with this feature. The attention of the House of Commons has been called to the matter, and the authorities have been asked either to declare it illegal or to make it illegal by one of those numerous Acts of prohibition which seem just now to be rather too plentiful. However, it may be useful to set down some views of a legal contributor in one of the trade papers on the point.

The matter, he writes, really depends on questions such as these: Does a left-hand seat render driving more dangerous? Is the driver less able to see round a corner when approaching a cross-road or by-road into which he desires to turn? Does the position render him less able to give recognized signals to those driving behind? Is he less able to command a view of the whole road in front of him?

There are only two paragraphs in the Use and Construction Order which can possibly affect the matter. The first is Article 2, sub-section 6:

> The motor car, and all the fittings thereof, shall be in such a condition as not to cause, or be likely to cause, danger to any person on the motor car, or on any highway.

The other paragraph is to be found in Article 4, sub-section 2, as follows:

> He (the driver) shall not, when on the motor car, be in such position that he cannot have control over the same, or that he cannot obtain a full view of the road and traffic ahead of the motor car.

And, of course, there are minor regulations which strictly do not affect the matter as part of the general law. For instance, the Metropolitan Police must pass a taxicab before use. If a "left-hand drive" vehicle were refused (which possibly would be the case if tendered) it would be obviously illegal to use that vehicle as a taxicab in London.

We should question much whether transferring the driver's seat to the left would be held to infringe either of the quoted general regulations, though we can imagine it being very stoutly argued on the second (Article 4, s. 2) that a driver at the left cannot get so good a view of the traffic ahead of him, especially if there be some small vehicle or obstruction just in front, as he would if he were perched on the right.

At best, therefore, it seems that the legality of the left steering position must await the experience referred to — *i.e.*, it will be determined by whether it compares favorably or otherwise with the hitherto steering position as regards obstruction, collision, and the general safety of road traffic. Much of the criticism levelled against it at present seems based on its novelty, which is neither a reason for blame nor necessarily a certificate of its superiority.

—*The Motor World.*

Low numbers for State officials is the new slogan in Pennsylvania.

Heretofore there have been issues of numbers even under 100 to individuals. All State cars are now being listed and the licenses will be issued to them first. Then the other applicants will be taken care of.

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Motor Travel

Starry Jim

R. T. Nicholson

I'm ready now and here to bet
A goodly sum—we'll say a fiver—
That you have hardly ever met
Jim Jackson's equal as a driver.
I've got a fiver, and I'll risk it—
Jim Jackson fairly took the biscuit.

For Jim was always on his job,
Was always anxious—more than willing—
To earn his modest forty bob,
(A "bob" of course, is slang for "shilling").
He never asked for "rise" or "bonus":
Ah, friends—the bright example shown us!

I never saw Jim Jackson scowl:
He looked on life without misgiving:
I never heard him grouse or growl
About the awful cost of living.
No, Jim was always bright and sunny,
And didn't seem to care for money.

Jim Jackson never stopped away;
He never shirked, or had a day off:
He never took a holiday,
Was never ill nor had to "lay off."
He "stuck but not struck" it, ever ready,
He "stuck it,"—sturdy, stout and steady.

For drink he didn't care a rap.
Tobacco?—Jim was not a smoker;
He never wasted time on Nap,
Or Crown and Anchor, Crib, or Poker;
And sport he simply hated,—*e.g.*,
He never backed the wily gee-gee.

And from his lips no word there fell
That might alarm the dear old ladies:
He never named the region—well,
The place politely known as Hades.
His choice of words was quite a study:
He wouldn't call a sunset "ruddy."

He never loitered on his rounds;
He never stopped to take a pal on:
And—though a fairy tale it sounds—
He got full forty miles per gallon,
Yes, even on our 10-ton lorry.
(You don't believe it?—Well, I'm sorry!)
He stopped at "Bobby's" merest sign:
Of "Law and Order" he'd a high sense:

He never once incurred a fine,
Or got endorsement on his license.
He dimmed his light when Law said "Dim it,"
Nor once exceeded legal limit.

He spent his leisure by the van,
And on it did a lot of good work;
His paint was always spick-and-span,
And scrupulously clean his woodwork.
His brass showed not a trace of tarnish,
And beautifully bright his varnish.

Ah! how he loved the Temple Press!
He took in all their publications,
And read them through (though I confess
I wonder that he had the patience!)
At breakfast time, he boned his bloater,
And read that week's *Commercial Motor*.

That organ through and through he read:
He knew his subject—no one better:
He knew it all from A to Z—
From sparking-plug to carbureter.
With all the skilful work that he did,
No garage job was ever needed.

A perfect paragon was Jim—
A paragon beyond all doubting.
A week ago, I looked at him,
And noticed that his wings were sprouting,
And round his noble head was showing
A halo—very faintly glowing.

And as I gazed, he spread his wings,
And soared away, beyond my vision.
Perhaps he's now on Saturn's rings,
Or somewhere in the fields Elysian—
Or driving No. 23 bus
For Messrs. Phaëton and Phœbus.

Farewell, Jim Jackson!—far too good
To linger on this putrid planet,
Where—as I've always understood—
Our souls are gilt, our hearts are granite.
Drive on, drive on, in regions starry,
Where roads (I'm told) are never tarry!

—*The Commercial Motor.*

Japanese Road Rules

MOTORISTS thinking of visiting Japan are advised to read and consider seriously the following English-Japanese rules of the road that govern motor drivers in that country according to the *Forecast*:

At the rise of the hand of policeman stop rapidly. Do not pass him by or otherwise disrespect him.

When a passenger of the foot hove in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles your passage, tootle him with vigor and express by word of the mouth the warning, "Hi! Hi!"

Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by.

Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your wheel spokes.

Go soothingly on the grease mud, as there lurk the skid demon. Press the brake of the foot as you roll round the corners and save the collapse and tip up.

American Farmers Interested in Federal Highway Plan

PROCEEDING in accordance with instructions given them at the annual meeting of the National Grange held recently in Grand Rapids, Michigan, Washington representatives of the organization, which comprises some 700,000 farmers, recently conferred with Senator Chas. E. Townsend of Michigan and will hold further meetings with him relative to the Townsend Highway Bill providing for a Federal Highway System to be built and maintained by the Government under the direction of a Federal Commission.

In a special report adopted at the National Grange meeting it was held that the time has come when, with due regard for the present and the future necessities for permanent hard-surfaced highways, all highway activities of the national government should be unified in a single administrative department under such limitation of powers as will secure the greatest possible degree of efficiency and economy in the expenditure of national funds. The Grange's representatives were instructed to continually confer with Senator Townsend and to assist in the final perfecting of the measure he is pushing.

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OFFICIAL NOTICES

In Memoriam

Miss ANNA T. VAN SANTVOORD
Died December 23, 1919

CHRISTIAN R. HOLMES
Died January 9, 1920

JONATHAN THORNE
Died January 12, 1920

JAMES A. MURPHY
Died January 18, 1920

CYRUS TOWNSEND BRADY
Died January 24, 1920

N. C. KINGSBURY
Died January 24, 1920

KURNAL R. BABBITT
Died January 24, 1920

GEORGE R. FEARING
Died January 24, 1920

VICTOR KOECHL
Died February 5, 1920

WILLIAM V. S. THORNE
Died February 6, 1920

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mrs. William M. Polk
Mr. Walter J. Salmon
Mrs. William Salomon
Mr. Robert R. toeLaer
Mr. Ross W. Weir
Mr. Minthorne Woolsey

NON-RESIDENT

Mrs. Thomas L. Watson

COURTESIES OF THE CLUB

The courtesies of the Club have been extended to:

Dr. Charles V. Paterno, request of Mr. R. C. Penfield;
Mr. Henry Lockhart, Jr., request of Mr. Edward Shearson;
Mr. Frederick H. Button, request of Mr. Henry B. Anderson.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate vou may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
Nov. 20.	Joseph J. De Long	Cotton Yarns	Thomas D. Green	Fred Mansfield
Dec. 8.	Sidney Wilmer	Theatrical	Edmund Breese	Geo. H. Nicolai
Dec. 13.	John Hemming Fry	Artist	Chris Bambach	Fred Mansfield
Jan. 13.	Charles V. Paterno	Real Estate	Ray Penfield	A. R. Hawley
Jan. 19.	Albert Mansfield Patterson.	Merchant	E. M. Townsend	E. Hayward Ferry
Jan. 29.	Henry Lockhart, Jr	Banker	David M. Goodrich	C. C. Goodrich
Feb. 11.	Herbert J. Slocum		H. Jermain Slocum, Jr	H. W. de Forest
Feb. 11.	Wm. N. Fleischmann	Malting	Henry J. Kaltenbach	Chris Bambach
Feb. 12.	Frederick H. Button	Lawyer	Percival M. Clement	Harry M. Watrous
		NON-RESIDENT		
Feb. 4.	C. U. Snyder	Merchant	Henry J. Kaltenbach	Chris Bambach

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Photo by International News Service

Photo by International News Service

THESE TWO PICTURES SHOW NEW YORK'S EARLY ATTEMPTS TO BATTLE WITH THE STORM. FOR THE BETTER PART OF A WEEK CONDITIONS WERE AS BAD OR WORSE THAN PICTURED HERE. IT WAS A CASE OF USING INDIVIDUAL EFFORT IN ORDER TO MOVE. THE CITY WAS HELPLESS.

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Charles Goodyear Candidate for the Hall of Fame

CHARLES GOODYEAR, inventor of the process of vulcanization, which process is the basis of the rubber industry of today will be made a candidate for the Hall of Fame.

Elections to the Hall of Fame take place every five years, and this is one of the years for making selections. Col. S. P. Colt, chairman of the board of directors of the United States Rubber Company, and other leading figures in the rubber world have inaugurated a movement to bring the claims of Charles Goodyear to the attention of the one hundred electors who will vote on candidates. Col. Colt, as a first step, has written a letter of formal nomination to Robert Underwood Johnson, director of the Hall of Fame.

In his letter, Col. Colt says:

"I understand that nominations are in order for the New York University Hall of Fame, list of 1920, and I wish to strongly urge the name of Charles Goodyear, the inventor of vulcanization of rubber. When we think of the many uses to which rubber is now put, adding greatly to the comfort of mankind, the alleviation of suffering, and the advancement of civilization, we are impressed with the fact that the world owes Charles Goodyear a debt of gratitude that can never be paid.

"All the improvements in the manufacture of rubber goods in general are based wholly upon Mr. Goodyear's discovery of vulcanization—without air brake hose railway trains could not be properly run, without rubber tires we could not have automobile or auto trucks, and without rubber appliances we could not have the telephone, electric lights, areoplanes, nor the thousand and one other things in which rubber plays an important part.

"I earnestly hope that Charles Goodyear's name will be permanently placed in the Hall of Fame of the New York University."

The claims of Charles Goodyear have been brought to the attention of electors at past elections in an unostentatious way, but rubber had not attained, even so late as the last election in 1915, the place of importance in American business it holds today. In 1914 the total production of rubber goods in the United States amounted to only $320,000,000. In 1918 the output was nearly four times as great, or $1,122,000,000.

Goodyear's discovery of the vulcanization process is one of the romances of the history of invention. One of the reasons why he is especially entitled to recognition is that he understood clearly the importance of the results he was seeking to attain, and though he finally, by a mere accident, discovered the solution of his problem, it was not accidental that it was he who found the solution, for he had devoted his entire energy to the subject for years.

With a prescience that was uncanny he forecast for rubber a future that even the development of the rubber industry in the past few years has not surpassed. He knew little about the electrical field, it is true, and nothing whatever about automobiles, yet his claims for patents made in the early forties show a vision for the future of rubber that was startlingly clear.

A man of strong religious tendencies, he felt himself under a divine impulse to carry to success experiments which would confer so great a boon on humanity. It was this feeling that led him, in spite of most precarious health and deep poverty, to continue for ten years his search for the elusive secret of how rubber might be made suitable for use.

As his experiments progressed he not only manufactured rubber goods, but even dressed in clothes made of rubber, wearing them for the purpose of testing their durability. He was certainly an odd figure and his appearance led one of his friends, who was asked how Mr. Goodyear might be recognized, to reply: "If you see a man with an India rubber coat on, India rubber shoes, an India rubber cap, and in his pocket an India rubber purse with not a cent in it, that is Goodyear."

His poverty was so extreme that many times only the kindness of friends and neighbors kept his large family from starvation. At that period imprisonment for debt was in vogue and on many occasions Goodyear found himself locked up for nonpayment of bills. He was regarded as a "crazy inventor," and, as time after time his hope that he had finally hit upon a solution of his problem proved illusory, his friends and relatives did not hesitate to tell him that he should give up his experiments and find some means of supporting his family. But he persisted until he won complete success and then, instead of settling back and reaping a harvest from his discoveries, continued to spend the money that came to him in adapting his discoveries to practical uses.

Though born in New Haven, Conn., Goodyear spent much time in New York City and in various towns in Massachusetts. It was in Woburn in the latter State when some rubber fell accidentally from his hand upon the top of a red-hot stove that he learned that the application of heat was the one additional element needed in the solution of the problem. So intimate was his acquaintance with his subject that the change produced in the rubber by its unexpected contact with the stove was recognized by him as of vital importance.

Large sums of money had been invested and lost in rubber manufacture before Goodyear brought his process to completion. Goods were made up that looked all right, but cold weather made them stiff and brittle, and in summer they became soft and gave forth an offensive odor.

Goodyear was born December 27, 1800. In 1834 he began his rubber experiments, but it was not until the spring of 1839 that the stove incident occurred. His process was not fully perfected until 1844. He received the grand medal of the World's Exhibition at Paris, the great council medal of the exhibition of all nations at London, and the ribbon of the Legion of Honor from Napoleon III. He died at the old Fifth Avenue Hotel in New York in July, 1860. Death found him insolvent and his family heavily in debt. Though he made no fortune for himself, great wealth has come to many through his invention.

Swedish International Winter Competitions

THE Royal Automobile Club of Sweden announces that the International Winter Competitions are to take place on the 29th of February, 1920.

The "Winter Cup" and the "Gothenburg Cup" will be competed for over the Stockholm-Gothenburg-Stockholm course, with the start of the race in Stockholm.

Intending competitors are invited to send in their names to the Royal Swedish Automobile Club, Nybrogatan, 3, Stockholm, 15, Sweden. Delayed entries will be considered up to within fourteen days of the start of the Competitions. The conditions this year promise a great race.

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Highway Costs in New York State

STATE OF NEW YORK—COMMISSION OF HIGHWAYS, ALBANY

AVERAGE PRESENT COSTS OF SIX TYPES OF HIGHWAY PAVEMENT—16 FEET WIDE, ONE MILE IN LENGTH.

	Minimum Bituminous Pavement on Sand or Gravel	Minimum Reinforced Concrete Pavement, 5—6—5	Heavy Bituminous Pavement on Clay or Loam	Heavy Reinforced Concrete Pavement, 6 -7—6	Mixed Bituminous Top on Concrete Foundation	Brick on Concrete Foundation
First Division—Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster, Westchester Counties, J. H. Sturdevant, Div. Eng.:	$18,671.75	$20,720.00	$23,750.00	$24,295.00	$30,472.60	$42,322.00
Second Division—Albany, Clinton, Essex, Rensselaer, Saratoga, Schenectady, Warren, Washington Counties, H. O. Schermerhorn, Div. Eng.:	$18,000.00	$22,300.00	$23,000.00	$25,700.00	$29,000.00	$45,000.00
Third Division—Franklin, Jefferson, Lewis, St. Lawrence Counties. T. M. Ripley, Div. Eng.:	$25,500.00	$25,500.00	$31,850.00	$30,150.00	$38,550.00	$67,150.00
Fourth Division—Fulton, Hamilton, Herkimer, Madison, Montgomery, Oneida Counties, R. F. Hall, Div. Eng.:	$21,400.00	$26,800.00	$27,500.00	$31,300.00	$31,500.00	$51,500.00
Fifth Division—Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan Counties, H. E. Smith, Div. Eng.:	$25,200.00	$25,000.00	$32,800.00	$29,000.00	$33,600.00	$57,700.00
Sixth Division—Cayuga, Cortland, Onondaga, Oswego, Seneca, Wayne Counties, Wm. M. Acheson, Div. Eng.:	$18,999.00	$22,306.83	$24,819.00	$26,399.68	$27,904.54	$43,926.10
Seventh Division—Genesee, Livingston, Monroe, Ontario, Orleans, Wyoming Counties, C. M. Edwards, Div. Eng.:	$22,600.00	$22,400.00	$29,100.00	$26,300.00	$30,400.00	$51,100.00
Eighth Division—Allegany, Chemung, Schuyler, Steuben, Tioga, Tompkins, Yates Counties, Perry Filkin, Div. Eng.:	$26,503.39	$30,097.27	$34,256.65	$35,236.90	$36,734.91	$58,461.13
Ninth Division—Cattaraugus, Chautauqua, Erie, Niagara Counties, C. J. McDonough, Div. Eng.:	$22,525.93	$24,149.74	$30,320.00	$28,515.53	$34,832.00	$56,131.00
Average	$22,155.56	$24,363.76	$28,599.61	$28,544.12	$32,554.89	$52,587.80

NOTE.—The minimum bituminous pavement is constructed with 6 inch foundation course, 2 inch bottom course, 3 inch top course, total thickness, 11 inches.
The heavy bituminous pavement has a 9 inch foundation course, 3 inch bottom course, 3 inch top course, total thickness, 15 inches.
The minimum concrete pavement is as strong or stronger than the heavy bituminous pavement and experience shows that the concrete pavement is less costly to maintain.

FRED'K STUART GREENE, Commissioner.

This box shows the cost of different types of highways. These estimates were made by the nine division engineers of the Highway Department, and represent present average costs in each of their several divisions. In arriving at these prices, freight rates, available local materials, labor conditions, etc., were carefully considered. The prices quoted are for the pavement only, which is taken at 16 feet in width, and one mile in length. The grading, culverts, drainage, guide rail, etc., are not here considered, as this and all other work necessary to complete a highway upon any given mile would cost the same, regardless of type of pavement adopted.—THE EDITOR.

Two Garage Men

Character Sketches of Widely Dissimilar, but Not Unfamiliar, Types

Rex H. Brittain

BERT has reddish hair, an expert eye, and phosphor-bronze fingers, which seem to be able to undo things that nothing else will grip. He reminds me of Kipling's Mr. Hinchcliffe, of whom it was said that "if you 'and 'im a drum of oil and leave 'im alone he can teach a stolen bicycle to do typewriting."

He is a creature of infinite resource, and I like to wander round his shop, talking motors, and eyeing the ingenious gadgets he fixes up. With an aged motorcycle engine, a piece of inner tube, and a bit of gas-pipe he once extemporized a blowpipe which could do jeweler's work, or, at your will, would pour out a devastating flame that would melt metal before your eyes.

AN ARTIST IN MACHINERY

It doesn't matter at what hour you visit the place, he will be there, for he loves machines. He lifts the bonnet of a new-type car with all the sacrificial solemnity of a high priest unveiling an altar. Machinery has a soul for him. He has the *feeling* for it: old or new, British or American—if it is good he will admire it for hours, and if it is bad he will say so in sound Elizabethan English.

Once I had an ancient cycle-car of French origin. She was rubbish from front-axle to tail-lamp—the kind of vehicle on which you ride to destruction in nightmares. Bert, who is an artist at his job, hated to put a finger

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on her. He knew that no matter how he repaired her she would "go" in another place, and never do him credit. He handled her gingerly, and made faces suggestive of Epsom salts when I brought him fresh bits of her broken carcass. He never troubled to dissemble his contempt before me. And he predicted a violent end for me if I continued to drive her. I did not.

The Sixth Sense

One of his greatest attributes is the Sixth Sense. It is not always working, but you can generally rely on it. You bring in your machine, which is missing for some indefinable reason. You state your case, but he hardly listens to you. He stands kicking the back tire thoughtfully. Then he will stoop quickly to the engine, fish the carbon brush out of the magneto—the right one, first time—and show you the enfeebled spring. Or, by some hidden process he will find that elusive squeak at once. And, if you are in serious trouble, I would back him with his limited complement of tools against any mechanic I know.

He has off-days. Then he will gaze at your machine with a dull and fishy eye. He has nothing to say to you, and is quite curt. Knowing him, you take no notice of this. You say. "Guess I'd better leave her," and slink away. When you come back a day or two later it is all right. The Artistic Temperament has triumphed; your 'bus is ready for you.

He must be allowed to do the job when the spirit moves him. Hurry him you cannot. A more conscientious worker could not exist, and his prices to me have always been so moderate that I believe he has often lost, on some of the smaller jobs. It is worth while writing a column about it when you *do* meet a paragon!

The Second Type

Sussex Bill is quite a different sort. But equally a "character." I am sure that when he was a young man he saw to the linch-pins in Boadicea's chariot, and sharpened the scythe-blades on the wheels (in a leisurely fashion). The proud-stepping horses of the Normans knew him for their friend, and their masters' enemy, and it must have been he who sponged-down Gloriana's coach when she stopped at Brickwell Oak.

The nineteenth century found him still working in Sussex, happy among the horses. He grew old and the business of the job-master who employed him altered. Oily motor-char-à-bancs drivers came and attempted familiarity with Bill—once, but never more.

But he used to crack a mellow jest with the rosetted, top-hatted drivers of the brakes, who were fellow-craftsmen.

I asked him his name once, not being sure if "Bill" was all he had. He told me that it was "Peary." That was how he pronounced it, but it was spelled "Pierre!" Some smuggler's marriage, back by Washington in the long ago, accounts for it, I conjecture.

He has a sinecure now, selling petrol. You take it and pour it in, and Bill receives the money, hitting his forehead briskly with a horny forefinger twice: once for the sixpence, and once because you have spoken him fair, and listened to his tales of the brave old days of the Road.

Of Leisurely Habit

Brisk young motorists, with long cigarette-holders and sleek hair, find him different. They try and hurry him, and use peremptory tones. Bill is "siventy past," and no boy to be hustled. Curt voices won't do for one who has been a serving-man with the gentle-folk "since the Hall was burnt down."

"Coming, sir!" he says, but lingers the more over his job, nor does he come until he feels ready and disposed. I would give much for his opinion, frank and unedited, on motor-cars and their owners.

His son in the Army sent him a noble pair of breeches once, heavy khaki stuff. Bill hated to waste good cloth, and looked at them long; but at last he condemned the style, as too juvenile for the "likes o' me," and laid them carefully aside.

I must go down to that place by the sea this holiday, and borrow the wet soap he keeps in a tin of sand (to make it cleanse quicker), and chip him gently. (He permits this from a few of us.)

Some day I hope to see him washing down an aeroplane, his venerable eye glittering with amusement at the foolishness of the new means of locomotion, and—if you please, my masters—all the while hissing between his teeth so that he shall not breathe in the dust from its coat! —*The Auto.*

Boston Tech as a Technical Consulting Bureau

THERE is no doubt Boston Tech's new plan of selling her services to industry in definite contract form is attracting considerable attention in the business world. The "Technology Plan," as it is called, was evolved in connection with Tech's $8,000,000 endowment fund campaign, and to date has netted $767,700 in contracts sold to industrial concerns. Among the forty odd corporations which have signed the Tech contract are the following well-known concerns: Pierce-Arrow Motor Car Co., U. S. Rubber Co. and Goodyear Tire & Rubber Co.

The "Technology Plan" is, in substance, that industrial organizations shall retain, consult and work with the Massachusetts Institute of Technology under a contract which will bring them into the closest association with the institution. That is, in the future the Institute is to be a technical consulting bureau as well as a technical school.

Like many another idea, humble in its beginnings, the "Technology Plan" may run to lengths far beyond its original scope. It is a perfectly logical conclusion, for instance, that ultimately, just as they now retain great lawyers or great engineers, corporations will retain Boston Tech. Carried to its conclusion, the Plan would make of M. I. T. the greatest consulting body in the world, since its range would cover practically every field of technical research, and it would follow that since the great corporations of the country retained Technology as a consultant, the great experts of the country would ultimately be members of its instructing staff.

American industry has long been in need of a clearing house of scientific knowledge. Now the unparalleled resources of M. I. T. are to be placed more than ever at the command of the nation's business, and what this step may mean for the development of American enterprises in every field of endeavor can hardly be over-estimated.

Certain advantages which will accrue to the industries are obvious. A scientific library unsurpassed in the world will be available, with experienced men to guide the reader in finding the knowledge sought. Special apparatus and machinery, with assistants familiar with its operation and use, will be found of the greatest aid in the technical development of new ideas. A classified list of graduates and former students, with their experience and major qualifications, will prove of real help to those seeking the solution of special problems or the way out of a difficult technical situation. A knowledge of the particular facilities of commercial laboratories and engineering offices throughout the country will be accumulated and placed at the disposition of the corporations in readily usable form.

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The Paris-Marseilles Contest of 1896

I HAD arrived in France in the spring of '96 on a business trip with every intention of returning to the United States in August. While there I bought a Panhard automobile for shipment home. Then I decided to stay over and see if the Paris-Marseilles race would back up my judgment in selecting a Panhard. One of my friends who was in our diplomatic corps informed me that there was not the same interest in this race that there had been in the two previous long-distance endurance contests. He explained that the Parisians were so interested in the coming visit of the Czar that everything else occupied a secondary interest.

The new automobile club that had been formed the year before had charge of all arrangements. By the way, the race of the year before was responsible for the bringing together of a committee among whom were Baron de Zuyler, Henri Menier, Vanderbilt, James Gordon Bennett and Singer. These men founded the French Automobile Club.

Despite the fact that September 24, the day of the race, did not bring with it favorable weather, there were thousands of people at the Arc de Triomphe where the cars assembled. The route the cars followed from the Arc de Triomphe to Porte Maillot, along the outskirts of the Bois de Boulogne, was lined with people. At Versailles where the cars were to be started officially, there was a considerably more numerous gathering.

When the cars returned on the tenth day there was an even larger crowd which was more than enthusiastic. The Czar and the Egyptian question, which my friend insisted was bothering France, seemed to have been forgotten. All Paris was there apparently. They lined the road in the vicinity of Porte Maillot so that the police were hard put to keep a line open for the racing cars, as eager onlookers insisted on covering the finish line.

Instead of holding the contest in June, as had been done in previous races, the month of September was selected because many of the competitors required time to finish their new machines or perfect old ones.

The cars were to run from Paris to Marseilles and back. The plan was similar to the one used in our transcontinental aeroplane race in that the journey was divided into ten stages and at the end the aggregate time was to be taken to decide the winner. Each stage was to be done in a single day.

The following is a list of the places that were used as rest stations each night with an approximation of the distances between towns:

		Miles
Sept. 24,	Versailles to Auxerre	110
25,	Auxerre to Dijon ..	93
26,	Dijon to Lyons....	103½
27,	Lyons to Avignon..	141
28,	Avignon to Marseilles	67

Photo by International News Service

THIS IS A MOTOR CARRIAGE OF 1894. THOSE IN THE RACE OF '96 WERE OF A SIMILAR TYPE

The return journey, which took from September 29 to October 3, followed the same route reversed, only on the next to the last day, instead of stopping at Auxerre the cars continued to Sens. This left but an 82-mile run for the last day, which meant the cars would arrive at Paris early on Saturday.

Desiring the contest to be a real one in regard to endurance, the committee formulated a rule forbidding the replacing of any damaged or broken part. My friend told me that while talking with Mr. Bennett the latter told him that in printing this rule the com-

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mittee had used the word "reparation" but this was found to be too inelastic and liable to cause trouble. Therefore they issued a notice that forbade any operation which invoked the substitution of any material new part of the machinery for a broken or damaged piece but allowed any operation that did not invoke such a change.

There was a large number of entries and even in those days the "oil motors" as gasolene cars were then called, were in the lead, there being about ten of them for each other type of motive power.

The starters numbered thirty-two cars which were listed as carriages, phaetons, vis-a-vis, dogcarts, cabriolets, wagonettes and voiturette-tandem. The thirty-two starters included twenty-four motor cars using "oil engines," three cars having steam as their motive power and five petrol tricycles. There was one car that was to follow the course that was not listed as an entry in the race. It was a Panhard et Levassor machine owned by my friend the diplomat. We were going over the course ourselves to watch the race at first hand.

Some time I intend to tell the story of just our trip, the driving all day and sitting up all night. The earlier part of the evening we sat up to listen to the conversation of the racers and learn of the mishaps of the day, the latter part of the night to get our car in condition to whine through another day's gruelling trip.

The betting before the race seemed to be in confirmation of my judgment in selecting a Panhard or perhaps, strictly speaking, the judgment of my friend. For the Panhard et Levassor was installed as first favorite. This attitude of the public was due in part to Levassor's victory of the year before. The steamers when mentioned were always dismissed with the words "quick from the start" and they were also quick to go.

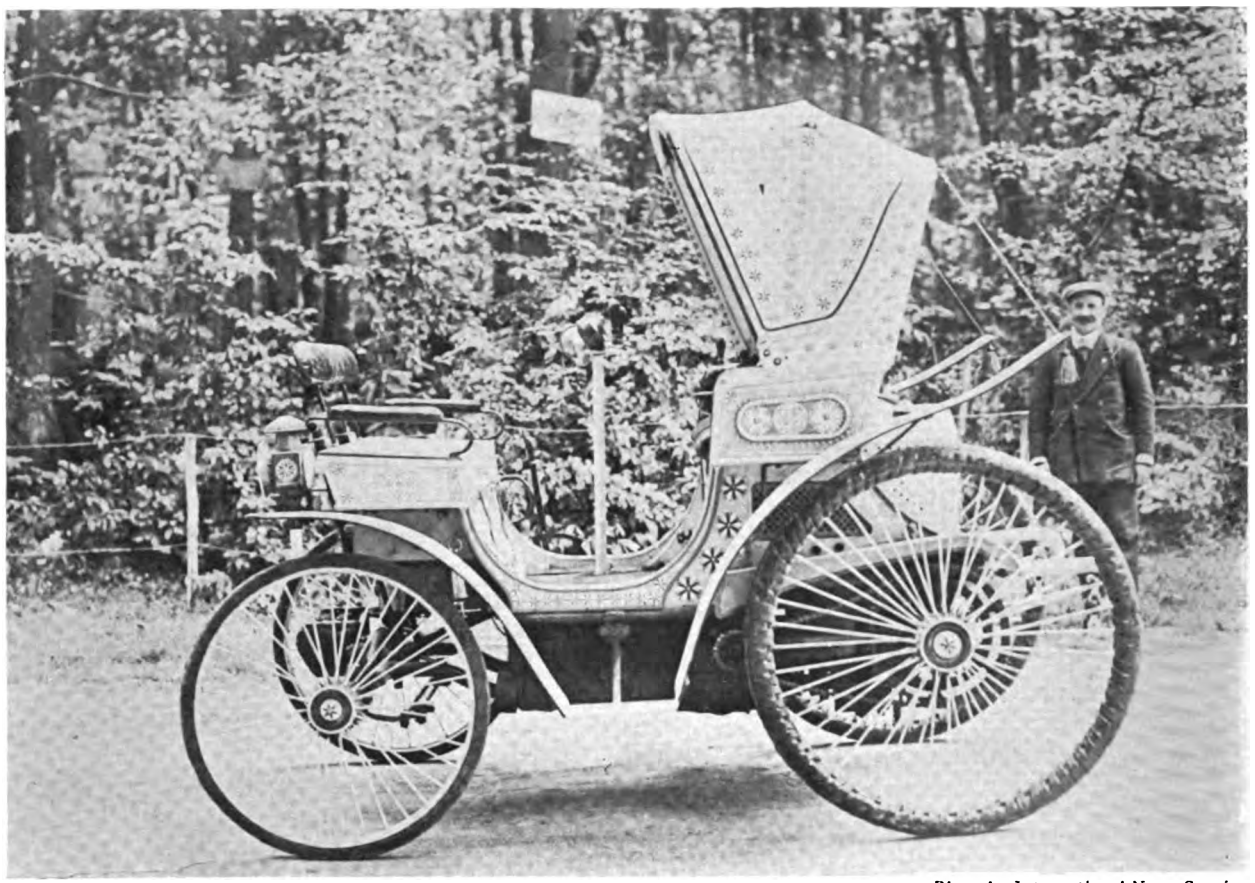

Photo by International News Service

ILLUSTRATION OF THE MOTOR CARRIAGE KNOWN AS A VIS-À-VIS

Because of the ruling regarding replacements, the start from Versailles was delayed, for the judges to seal the cars before they were sent off. M. Fisson was the first to get away, driving a four seated phaeton, a little before noon. In spite of the exhaust coming from many of the cars the spectators crowded closer and closer as they did in later years here at the Vanderbilt cup races. The police were unable to keep a clear course. A spectator was knocked down by M. Fisson; luckily he escaped with a shaking and severe bruises. This little event created confusion and delayed the other starters, but ultimately all got away, though the Panhard, driven by Levassor, had tire trouble that delayed it nearly an hour.

We, of course, started after all were gone, but before arriving at Auxerre we had passed four of the original starters who would not be able to distance us, for they were out of the race. The first we passed was a steamer driven by le Comte de Dion, which gave out soon after leaving Melun. The next we went by was a steam break that had made good time under le Comte Chasseloup-Laubat. This car was forced out of the race on account of a hot bearing, which caused a bad seize resulting in all of the machinery needing a general overhauling. The weather had cleared up, but it proved to be but the lull before the storm. While the good weather lasted it helped the tricycles, the first three places for the day going to these. A Bollée tandem and two tricycles, one a Dion, the other a Bollée.

The first machine, driven by M. L. Bollée, made an average speed of almost twenty miles an hour. Not fast for these days, when one considers the last mark Ralph de Palma set up, but at the table that night we talked of it as a wonderful performance. We compared it with the motorcycle race that had taken place the day before from

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Paris to Mantes and back, with an average time of sixteen miles an hour. The Panhard et Levassor machines had come in fifth, sixth, the machine driven by Levassor seventh, and another Panhard got in a little before us. They were in last place for the day but they were the final winners of the race.

The next day's run from Auxerre to Dijon was made under distressing conditions. The wind blew as in a hurricane and was accompanied by a flood-like rain. The rain swamped the roads so they were almost impassable, and the wind added to the difficulty by uprooting trees and laying them across the road.

In fact, these conditions prevailed during the next two days of the race, though the wind, which at times on the first day blew with sufficient force to bring the lighter cars to a stop, was not as bad on the second day. Even the third day when the wind abated still more, the road was in poor condition due to the heavy rains of the day before. Also, we found many places where no attempt had been made to clear away the wreckage that resulted from the gales. During the first two days when the storm was active many cars were put out of the race. Of the twenty-eight which had arrived at Auxerre, only fourteen were timed into Lyons. The conditions were bound to cause mishaps, and they did.

On the first day of bad weather, which was the second of the race, despite the frightful conditions, the first car got away from Dijon within a few minutes of the hour set. We were last; the first vehicle we found out of the race was the Bollée tandem, which had led on the first day. Then we passed the vis-a-vis driven by M. Bollée himself. The machine was smashed to pieces, but the occupants had escaped serious injury. It was most fortunate, for Bollée had been driving at full speed when a tree was suddenly uprooted and thrown across the road in front of his car. When we came upon them the four men were gathered about the wreck. They hadn't recovered yet from the shock of being thrown more than twenty feet through the air. Fortunately the rain had softened the ground so that all they sustained was a severe jar.

We passed drivers who, in endeavoring to avoid the obstacles by crossing the fields only found they had transferred themselves out of the race. This second day, due to the aid given by the weather, accounted for eleven of the twenty-eight machines which had checked into Auxerre.

On reaching Dijon that night, both my friend, the diplomat, and myself felt our judgment vindicated, for Panhards had supplied the first four cars into Dijon. The one driven by Levassor was first. He had managed to average fourteen miles an hour, taking a total time of 6 hours, 39 minutes and 30 seconds.

We had a disappointment on the third day, for the first car we passed was a Panhard which had overturned, sending one of the riders to the hospital. The second and only other accident of the day was caused by the wind. One of the cars, which was being pushed up a hill by the passengers, was caught by the wind. Its career as a racer was ended when it hit a tree.

That night we again congratulated ourselves as we worked over our little car which had been giving us serious trouble.

Better weather favored the fourth stage of the race, that is, from Lyons to Avignon. While the wind still blew, its force had abated, but as yet the roads had not dried out. Only one car did we see that day before reaching Avignon and it gave us the worst shock of the race. The Panhard driven by Levassor, which was the favorite and which was leading at the time, had the ill luck to collide with a dog in the vicinity of Orange. This overturned the car and Levassor, who was badly bruised, decided to quit. I felt disappointed, for he had given every indication of repeating his last year's victory in the Paris-Bordeaux contest.

Photo by International News Service

THE RACING CARRIAGE OF THOSE DAYS AND THE RACING AUTOMOBILE OF TO-DAY

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The day's record for time was made by Peugeot et Cie's car. It covered the 141-mile journey in 7 hours, 48 minutes and 43 seconds, an average of over 18 miles an hour. Every one was delighted with the time made.

The final run of the outward trip, from Avignon to Marseilles, was the best of the trip. A strong wind and good roads enabled a Panhard phaeton to come in first with an average speed of 21.6 miles an hour. Nine other entries did the six miles in under four hours.

There was a typical French crowd to welcome the cars into Marseilles. For the first time we were not last. Two of the cars did not reach here until the next morning, barely in time for the return start.

The return run from Marseilles to Paris started on the 26th of September. Fortune smiled on the entire return trip by furnishing far better weather than had been experienced on the outward run. The head wind which the cars had to contend with was but a slight drawback when one thinks of the quagmires and wood-littered roadways which had caused so many mishaps during the first half of the journey.

The number of cars to start from Marseilles was just half the number that had left Paris. There was an enthusiastic crowd of holiday makers gathered to witness the start of the return journey.

Beyond the wind and dust there was little to notice and the first day ended with little trouble. Even our little machine seemed affected and for the first time we didn't spend the latter half of the night nursing it into condition for the next day. The tricycle men made for bed early, due to the fact they had had to pedal most of the day against the antagonistic wind. There, of course, had to be one disappointment for us in what would have otherwise been a perfect day. One of the Panhards collided with a horse carriage. This was the same car which had turned over at Villefranche and it was withdrawn and sent in by train.

The first Panhard to reach Avignon was in third place, while the other two were in fifth and seventh places. They were, of course, under the speed of the winner, who averaged 18.6 miles for the day, a Dion tricycle.

The head wind the next day was altogether too much for the tricycles, which had held a commanding place at Marseilles. Although their riders put in a great deal of plucky pedaling they could not hold the heavier cars. These took a formidable lead in spite of the fact they, too, due to the wind, had a much lower average speed to their credit than in any but the second of the preceding runs.

The eighth day and the subsequent days were fatal to the Peugeot cars which had been having frequent trouble with their burners. Now, to add to this, was steering gear trouble. While the return race was noticeable for the lack of mishaps, there was much trouble to keep the machinery in running condition. It was owing to their lack of these troubles that the Panhards forged ahead. From Lyons on, I had little doubt as to the fact that my judgment in buying one would be vindicated by a victory in this test.

The three leaders in the run from Dijon to Sens were Panhards. The first one in had an average speed of 18.3 miles an hour.

We continued on to Versailles so as to be there to welcome the victor. Later we learned that the last day's trip from Sens to Paris was started under almost ideal conditions. Of the cars which left Marseilles as real competitors only one was withdrawn, and that was not because of an actual breakdown.

The time made, taking all things into consideration, was good. The first vehicle to arrive about noon was a Dion tricycle. It was surrounded and smothered with flowers as was also the next, a rival Dion tricycle.

The first car to come upon the scene was a Panhard but, not the actual winner. This was another Panhard which came in some three-quarters of an hour later, having been detained by a breakdown in its steering gear. It had so much time to the good, however, that this little accident in nowise affected the result.

Notes of the Old Days in America

We find a note about A. L. Riker, of the Riker Electric Motor Company, returning from Europe, after a ten-months' sojourn in Paris, investigating motor progress there.

* *

In the *Electric Vehicle* of October, 1898, we find the editor waxing enthusiastic:

"What a magnificent array it is! The electric vehicles that cross the pages of this issue, and the boulevards of our chief cities, distinguished by form and solidity of construction, they are indeed a credit to the manufacturers, especially the engineers who specified the electrical equipment."

* *

It was not clearly foreseen which of the many types of power, equally prominent at the moment, would finally prevail in the automobiles of the future. We have almost forgotten that, in addition to the gasoline, electric and steam cars we see to-day, there were enthusiasts who built and ran machines propelled by compressed air, carbonic acid gas and liquid air.

* *

A "horseless stable" is opened by the Automobile Storage and Repair Co., on West 46th Street. This is the first garage in New York City, although the term itself is not yet used. Fifty vehicles could be stored in the "stable." This offers a contrast with the present plant of the Club with storage space for over 1200 machines.

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A. C. A. Map of Long Island, linen, 3 colors	1.00	1.00
A. C. A. Map "A"—covering the main traveled routes with 100 miles of New York City, paper	.50	.50
The same on muslin	1.75	2.00
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Official Guide of the Lincoln Highway, leather	1.50	1.50
"National Highway," by Robert Bruce, cloth	1.25	1.25
Van Loan's Map of the Catskill Mountains	.50	.50
"Gettysburg for the Motorist," by Robert Bruce	.50	.50

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Official Radiator Cap Emblem, gilt	$5.00	Brass and Nickel Staffs for Pennant	$ 1.25
Official Radiator Cap Emblem, nickel	5.00	Platinum and Gold Cap Pin	27.00
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Flag Radiator Cap Emblem, nickel	1.50	Silver and Gold Cap Pin	16.00
Club Car Plates for the dash of the motor, numbered consecutively	1.00	Silver and Gilt Cap Pin	5.00
Club Bunting Pennant, hand made	1.25	Scarf Pin	9.00
		Lapel Button	3.00

Decline of the Horse in New York City

AS a source of power on the farm and to some extent for travel by farmers, the preservation of the horse on farms without much if any diminution of number seems probable from what has occurred and not occurred to the present time in the use of automobiles, auto trucks, and tractors by farmers. But it is asserted that in the city the horse will soon become as extinct as the dodo. The advance of the process of extermination, if that is the right word, has been investigated in the City of New York by the Field Agent for that State of the Bureau of Crop Estimates, United States Department of Agriculture.

The census enumerators of 1910 found 128,224 horses in that city, including nearly 3,000 horses on farms. By the stable enumeration of the Sanitary Bureau of the Board of Health, 108,036 horses were found in 1917 and 75,740 horses in 1919. Assuming that the enumerations of the two agencies are fairly comparable, it appears that 16 per cent. of the number of horses of 1910 had been lost by 1917 and 41 per cent. by 1919. Over 25 per cent., or one-quarter, were lost in the last two years and only 16 per cent. in the preceding seven years. These are averages for Greater New York, and the progress of the movement has varied in the several boroughs of the city.

In the older and more congested business boroughs, Manhattan and Kings (old New York and Brooklyn), about 38 per cent. of the horses have been displaced, while in Queens and Richmond (Staten Island) Boroughs the displacement is 60 and 54 per cent., respectively, and in these two boroughs the movement was more intensive from 1910 to 1917 and less intensive in the last two years than in old New York and Brooklyn. To the present time the horse has survived in crowded streets and in dense business sections in greater degree than elsewhere. Of the total horses of the entire city, 60 per cent. are in Manhattan and Bronx Boroughs and 31 per cent. in the Borough of Brooklyn, or 92 per cent. in the three boroughs, and nearly as large a fraction if the Borough of the Bronx is excluded.

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Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

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261-P.A.—Pierce-Arrow six-cylinder 48 H. P. 1911 touring car. Wind shield, extra curtains and tires, slip covers. Extra limousine body. Has always given satisfaction. Good bargain. Was in dead storage for a year and a half.

276-M—1915 Marmon limousine. Subject to demonstration.

277-M—Marmon touring car. In good repair. 48 H. P. 1915.

278-DB—Late model Delauney Belleville limousine, Brewster body. In good repair throughout.

279-S—Stearns Knight 40 H. P. six-cylinder special Sedan body by Blue Ribbon Company. Wire wheels, painted grey. All in excellent repair.

280-B—Sedan body, built for 1917 Fiat. Springfield make.

281-W—1918 White seven-passenger limousine. Holbrook Company body; recently painted. Lining in perfect condition. Run less than 5,000 miles. In excellent repair throughout. Apply to Secretary of the Club.

282-DB—Delauney Belleville, Brewster brougham body, just finished. Like new.

283-K—1916 Kissel Kar demountable limousine, six-cylinder engine, recently overhauled. Wire wheels, excellent cord tires.

284-W. A. S.—A complete set of Westinghouse Air Springs, with arms, rods and pins for Pierce Arrow car.

285-C—Cadillac Roadster, run about 10,000 miles. In good mechanical repair.

286-S—1916 Stutz, five-seat touring body. Newly painted light brown and black. Newly repaired and in good condition.

287-N—1916 National Touring, with extra winter top. Motor recently overhauled.

288-S—Stutz four-passenger touring. Wire wheels, two extra. Run less than 10,000 miles.

289-B—1916 Buick Coupe. Little Six.

290-C—Cadillac Landaulet, late model. Good mechanical condition. Recently overhauled.

291-P—1919 Peerless Sedan. Run about 6,000 miles. Mechanical, coach and tires are in good order.

292-P—1917 Packard Touring, in excellent repair throughout.

293-L—Lozier limousine; 1917 model; 36 H. P.; in good condition. Can be seen by appointment.

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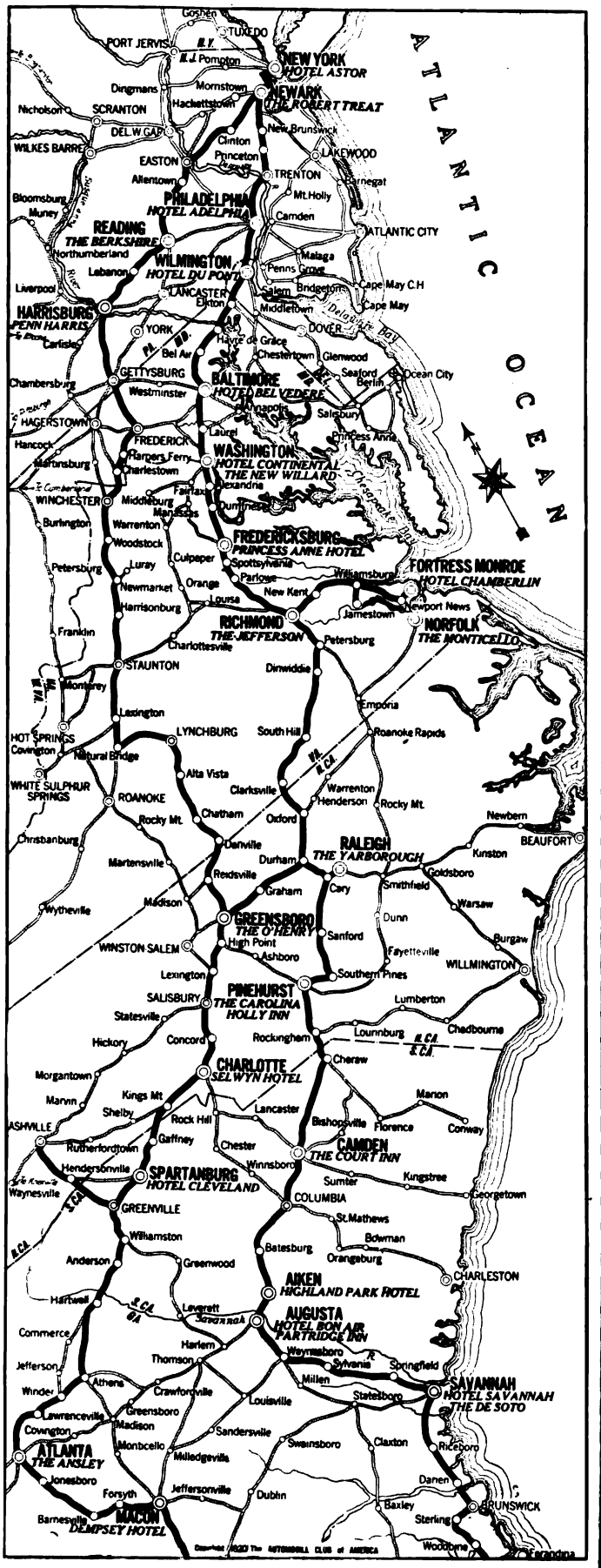

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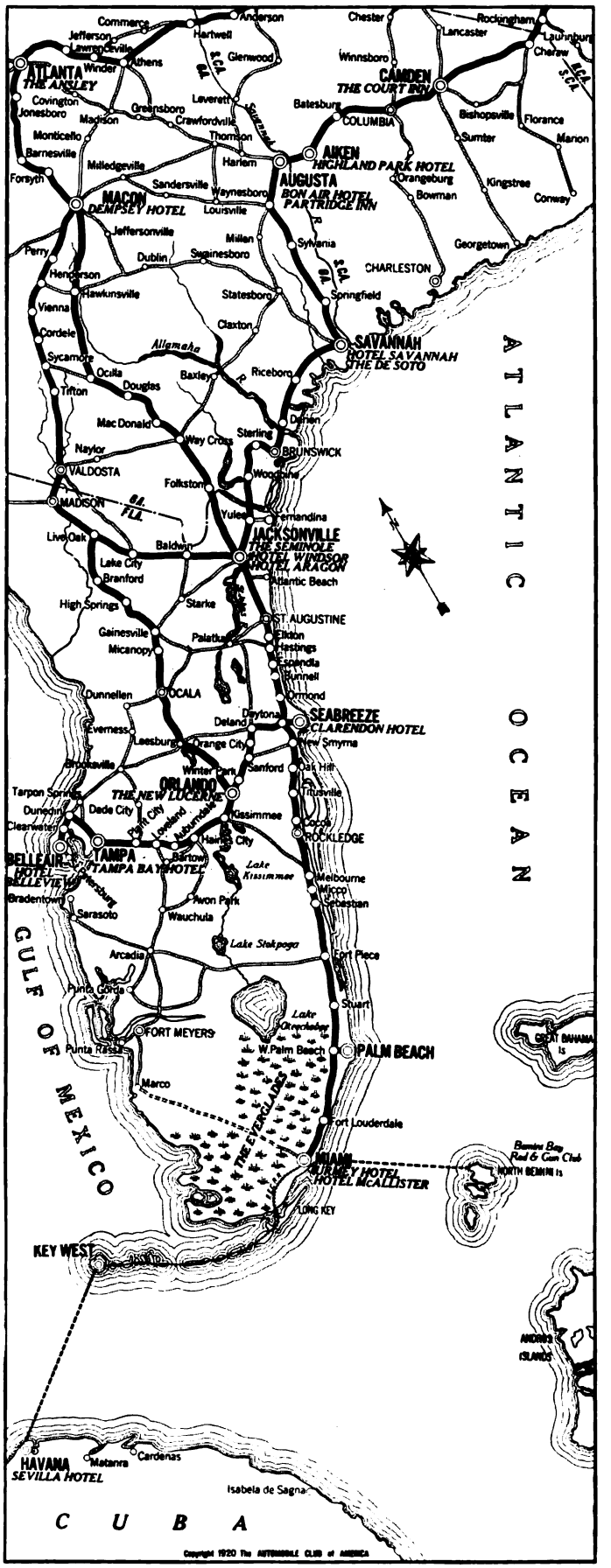

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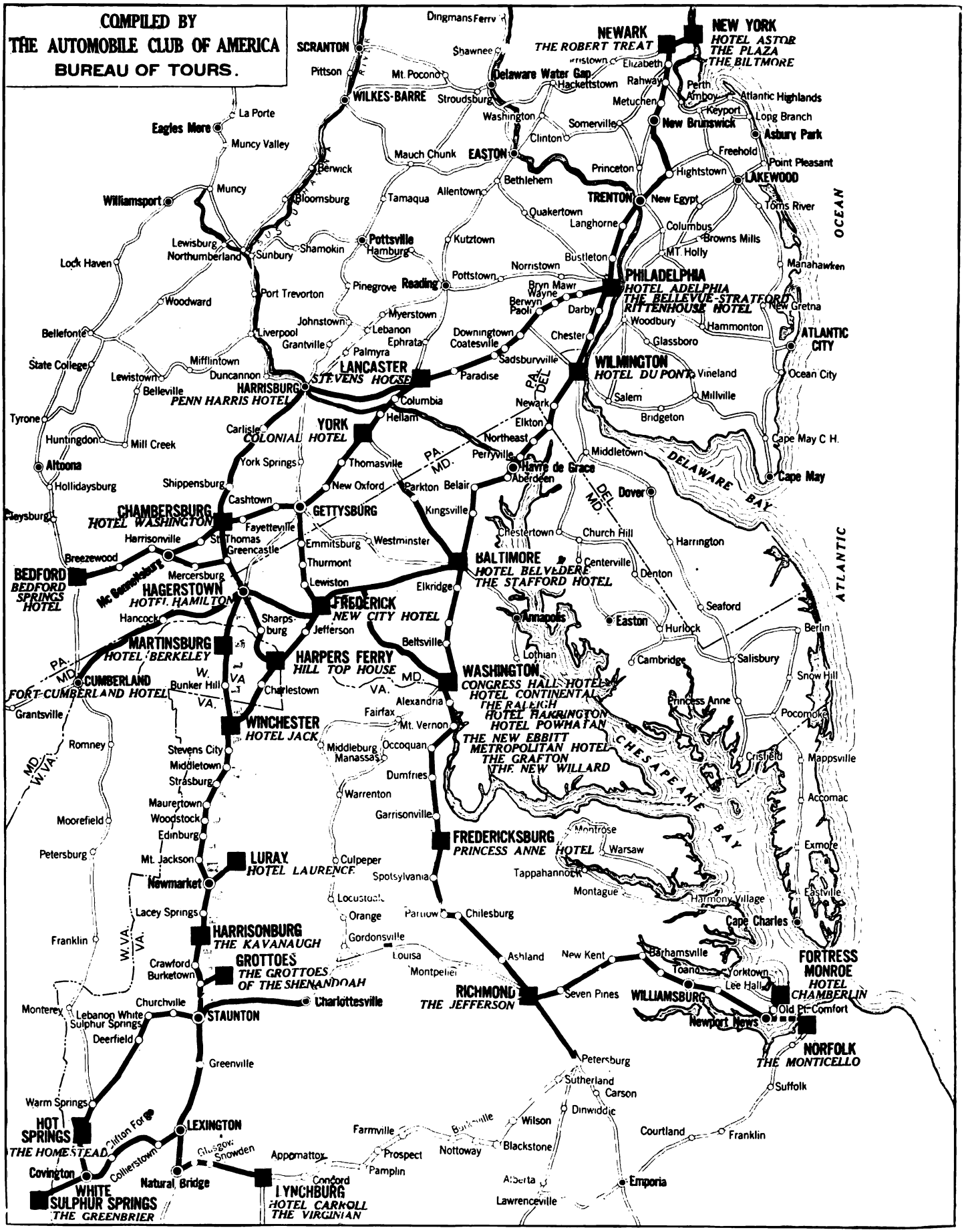
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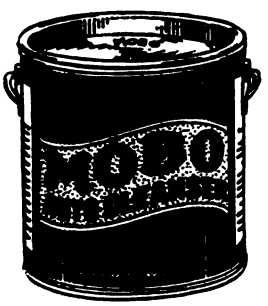

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Publication Office, 305 Washington Street, Brooklyn, New York City

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Clubhouse, 54th and 55th Streets, West of Broadway, New York

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Vol. XI **March, 1920** **No. 12**

CONTENTS

MOTORING IN ALASKA 9
John R. MacNeille

CONDITIONS MOTORISTS WILL MEET IN EUROPE 14
Edward H. Wakefield

SAUNTERING ALONG THE TRAIL OF THE PADRES 16
Trowbridge Hall

TRUTH ABOUT MOTORING 20

THE PACIFIC AHOY! 22
Carmeta A. Hope

OFFICIAL NOTICES 26

NEW FIFTH AVENUE TRAFFIC PLAN 28

THE CONQUEST OF WASTE PLACES 34
Ernest McGaffey

MEMBERS' CARS FOR SALE AND EXCHANGE 42

MOTOR TRAVEL

Entered as Second-Class Matter April 9, 1915, at the Post Office at Brooklyn, New York, under the act of March 3, 1879

Copyright, 1920, by The Automobile Club of America

Subscription: United States, $2.00 per annum; other countries, $2.50 per annum; single copies, 20 cents

JOHN T. R. GREN, MANAGING EDITOR
Editorial and Advertising Departments at THE AUTOMOBILE CLUB OF AMERICA
54th Street, West of Broadway, New York City

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Motoring in Alaska

John R. MacNeille

Part One

THE "Government Winter Trail" from Fairbanks, on the Tanara River, to Chitina, on the Copper River, in Alaska, a distance of approximately 319 miles, is passable June to September for lightweight passenger automobiles. In spite of the unsafeness in generalizing about the weather, it is suggested that June or the end of August and first of September are preferable periods for clear days and best scenery and road conditions.

The "Trail" has been called "Major Richardson's Mud Trail," and is not one to be enjoyed after rains or during a wet spell. The entire territorial appropriation for 1919 available to the Alaska Road Commission was only $100,000, and it was a very small one with which to maintain even on this one road the bridges and canalization of the numerous glacial streams and replace washouts. However, the road was built under conditions where the main idea was "to get through" in one way or another, and some of it will have to be rebuilt. The Tundra has been frequently scraped up into the middle of the road, often leaving gravel ditches and making a roadway which is a morass when wet and very rutty and rough when dry. Albeit it is big country and might almost be called one vast glacier. There is need in warm weather to plan as to the time of day during which the glacial streams are forded.

It is desirable to allow at least four days for the trip, even in a dry spell, and not to attempt to go through on schedule or in a hurry, as it is pioneer work under existing conditions.

STORM APPROACHING SEWARD

In June, the daylight is nearly continuous, and stops need not be carefully planned, but in September, if clear weather is had, the snow mountains and glaciers will be seen to best advantage if the following itinerary is approximated:

Leave Fairbanks in the middle of the morning, lunch at Munson's (40 m.) and dine and sleep at Richardson (31 m. farther). Start late in the morning, drive slowly and lunch at McCarthy (21 m.) and dine and sleep at Rapids (46 m. farther). Start early in the morning and lunch at Paxson's (43 m.) and dine and sleep at Sour Dough (41 m. farther). Start late in the morning, and lunch at Copper Center (47 m.), leaving there about five in the afternoon, and dine and sleep at Lower Tousina (35 m. farther). Start early for Chitina (16 m.) and take train for Cordova, or if Kennicott is to be visited, take "Speeder" for early lunch at Strelna, go to Kennicott, and return to sleep at Strelna, having supper at a Section House of the Railroad en route. The "road houses" at all of these places are recommended as comfortable, and the Inn at Strelna as excellent.

There are three seasons in Alaska, July, August and Winter. In the interior, you would seldom have to go more than eighteen or twenty inches down into the ground to find ice in August, according to natives, and, al-

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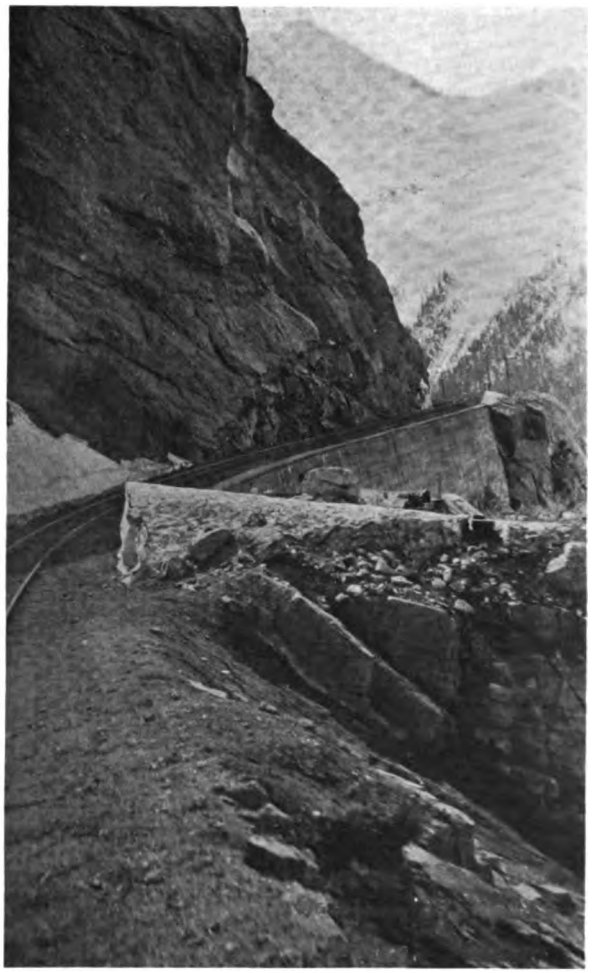
TAKEN BY DOCTOR CHASE



"WHITE PASS" BETWEEN SKAGUAY AND CARCROSS

though in the summer sun it is delightfully mild and often warm, heavy wraps are an essential equipment. Field glasses are very frequently used if available, and sun glasses are desirable. Chocolate is apt to "help some," and one must be inured to rough riding and keeping one's eyes in the boat on quaking banks and narrow shelves, or crossing streams with sharp banks.

In wet weather, progress is slow and going difficult. Glacial streams shift their courses or become swollen, mudholes lose their bottoms, and patience becomes a saving virtue and necessarily a persistent one.

It is nearly always difficult to reach something well worth while, and the trip is recommended strongly as one without hardship when the trail is dry, and, if it is wet, as one feasible in a Ford, if you are well clad and philosophical, provided your driver knows the trail, is a "Sourdough" at the game, and has a goodly stock of spare parts and nerve.

You will be in an atmosphere, which, in memory, has the pull of an electro-magnet. You are sure of an appetite which will be a joy because the meals at the roadhouses are of good quality and the food is well cooked. You will never forget, and will want to come back to hills and mountains and peaks, to snow and ice and color, so varied in form and skyline, so huge, so vast, so beautiful, that afterwards you may well not attempt description save as to route and means of travel.

The following is an outline of a comprehensive trip which was found to be remarkable and unique in interest, with scenic grandeur hardly to be surpassed: Saturday, July 26, 1919, 9 P.M. Sailed from Vancouver, British Columbia, on steamship *Princess Alice*, of Canadian Pacific Coastwise Service, for Skagway, via Inside Passage, and arrived the following Wednesday at 9 A. M. Excellent table service and a very comfortable ship. Air remarkably balmy and bracing, heavy with spruce odor. Never out of sight of land, with continuous fine scenery, increasing in grandeur. Frequent landings, with ample time to go ashore, a variety of interest making the trip pass quickly. An endless variety of islands, passages, straits, narrows, bays and canals, always clean, rocky shores, and fresh green forests with a background of snow-capped mountains.

Left Skagway at 11 A. M. on observation platform of parlor car, and arrived at Lake Bennett at noon, after crossing White Pass over a famous route with a "wealth" of romance. Good lunch in depot restaurant. Train arrived at White Horse at 6 P. M., stopping at Carcross (whence steamer is taken for Lake Atlin).

Sailed at 8 P. M. on steamship *Casca*, of White Pass and Yukon Route, a large, clean and comfortable river boat, serving good meals, and arrived at Dawson at 10:40 the second morning, after one and a half days of quiet, restful sliding downstream, with fine scenery, on the Lewis and Yukon Rivers.

The roads from Dawson are fairly good up the valleys of the various "gold creeks" in the Klondyke district. One trip was taken of a half day in a seven-passenger McLaughlin car, to the Dredges on Klondyke River and to "Hydraulicing" on Bonanza Creek. Also an interesting ride was much enjoyed up the Klondyke Valley to "Hay Ranch," eighteen miles, with supper at Jellicour's, of moose steak, and trout caught in the river after arrival, also excellent salad, vegetables and huckleberry pie. Other and more extended trips are available, the longest one being about forty miles out from

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Dawson to "Summit," where an excellent dinner may be had at a Frenchman's Road House.

Sailed on steamship *Selkirk* from Dawson at eight in the evening, having waited four days for a down river boat, meanwhile being comfortably housed at Hotel Royal Alexandra and having good, simple meals at restaurants in Dawson, made up of salmon and brook trout, moose or caribou steak, chicken, and very good vegetables, including new potatoes, lettuce, tomatoes, radishes, beets, beet greens, carrots, turnips, and fresh berries of various kinds, including strawberries and raspberries.

Arrived at Eagle City, Alaska, at five o'clock the following morning, having been on deck continually. The scenery for approximately 100 miles down the mighty Yukon, commencing at Dawson, is rugged and the most beautiful on the river. The International boundary between Yukon Territory and Alaska is crossed shortly before reaching Eagle City.

Sailed from Eagle City at 6 P. M., August 6th, on steamship *Yukon*, a large and comfortable boat, serving good meals, and arrived at Fort Gibbon, at the junction of the Tanana and Yukon Rivers, at 10:30 P. M., August 8th, after landings at Circle City (whence an overland trail leads to Fairbanks, 160 miles), Fort Yukon at the mouth of the Porcupine River and within the Arctic Circle (the point of departure for Herschel Island in the Arctic Ocean), and Rampart. In going ashore at Wood Piles a mosquito hood was worn.

Professor Georgeson, in charge of the U. S. Agricultural Experiment Stations in Alaska, took several in a launch to one of his farms on the river bank opposite Rampart where successful experiments have been completed with rye hybrids. The farm made a most favorable impression

LOOKING DOWN THE KENNICOTT RIVER

because of its well-kept condition and the large variety of flowers, vegetables and berries being grown, in addition to extensive farm crops. It is difficult for it to keep up with local demands for seeds and plants.

Sailed from Fort Gibbon at 6 A. M., Saturday, August 9th, and arrived at Fairbanks at 5:30 P. M. the following Wednesday, after a very interesting trip up the Tanana River, stopping at the mouth of the Kantishna River, up which is one of the routes to Mt. McKinley, via Roosevelt, and at Tolovana, a point of departure for the Tolovana mining district, and from which at sunset a wonderfully fine view across a vast domain was had of the summit of Mt. McKinley, 20,300 feet—100 miles away—and at Nenana at the mouth of the Nenana River (whence another route leading to Mt. McKinley, via the Government Railroad, is now in the course of construction), and expected to be completed in three years, and then "packing" westerly across the headwaters of several rivers. "Cooney Hotel," at Nenana, is comfortable, and its manager has good dogs and is a guide to McKinley National Park.

The scenery in Alaska on the Yukon and Tanana Rivers is very extended and frequently grand because of majestic snow-covered mountain ranges on the horizon seen across an ocean of spruce forests. The colorings of the sky at sunset and during the night are remarkably beautiful and the atmosphere is incomparable. The Indians, their fishing camps, and their salmon wheels are common sights. The great expanse of the "Yukon Fleets" is noteworthy.

Left Fairbanks at 10:00 A. M., on Thursday, August 14th, in a Ford car owned by Harry Karstens, the guide who successfully climbed the south peak of Mt. McKinley, and arrived at Chitina at 10 A. M., on Sunday, August 17th.

De gustibus non disputandum, sed opinione mea—this trip is one of the few pre-eminent drives of the world.

Lunched at "Munson's" (George Hiller), 40 miles. Excellent food. During morning passed "Nine Mile Road House" (Bergman's) 18 miles, "The New Pile Driver" (open only in winter), 28 miles, and "Salchaket" (a Government telegraph station), with the Tanana River intermittently on the right, or one of its sloughs, the latter always seeming like a large river.

The rivers and creeks are large, with very considerable volume of gray, muddy, glacial water flowing swiftly.

Visited an Indian Mission of the Church of England, and an Indian village. Transferred to a Ford car, driven by Frank Burgess, partner of Harry Karstens, and a pioneer in the use of an automobile on the "Winter Trail." Those now being used are mostly Ford and some Dodge cars.

Left "Munson's" at 3:30 P. M., and immediately crossed Salcha River on a ferry with overhead trolley operated

TYPICAL ALASKA SCENE FROM A STEAMER DECK

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SPENSCER GLACIER NEAR SEWARD

by river current, and in charge of an Indian boy. Numerous salmon traps were in the creeks. There are here successive runs of four kinds of fish.

Passed "Taylor's Road House" at 52 miles. The yard was filled with flowers, a bouquet of which a little girl brought out. A quarter of a mile on, Jack Taylor was sitting beside the Trail in the smoke of a "Smudge," and "Frank" asserted it was to escape his wife.

Stopped at "Birch Lake" (Jimmy Chisholm's place), took a good boat, and caught in ten minutes two large pickerel. Left the lake at 6:45 P. M. Clear view of "Donnelly's Dome," 45 miles across country to the right. Followed up the very wide valley of the Tanana River to "Richardson's" (John McCluskey's Road House, one of the best on the Trail), arriving at 8 P. M. An excellent supper, cooked by "John," including said pickerel, with most delicious salad and vegetables and raspberries. A remarkably fine garden and a well kept hillside farm were noticed.

The following morning a magnificent view to the south burst out, Mt. Haves, 13,800 feet, Mt. Hess, 12,030 feet, and Cathedral Mountain, 12,540 feet, in a row to the south, with brilliant snow reaching down to their lowest flanks, which rise abruptly from the plateau. Leaving at 8:45 A. M., we followed the Tanana River to "McCarthy's," 21 miles, crossing it there on ferry worked by river current. Visited the Government (Signal Corps) Telegraph Station, looked at bearskins, and feasted on home ("Doughboy") made blueberry jelly. Left the Tanana Valley, going directly south up the Big Delta River, entering the foothills of the Alaska Range at "Beale's Cache." 12:45 P. M., with fine view of a long line of dazzling peaks.

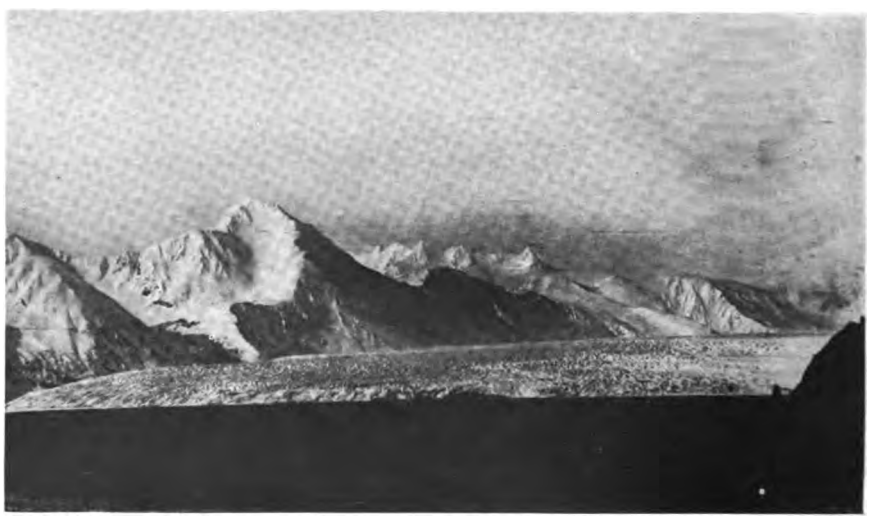
During the morning, the Alaska Range was on the right, and during the afternoon, it was continuously approached until Mt. Hayes appeared close in front. The morning sun on the snow and ice covered mountains to the southwest, the magnitude of the far-reaching valley of the winding Tanana River below and to the right of the Trail, with immense flats and numerous islands, well wooded, stretching to the southeast for twenty miles, made a panorama grander than anything previously seen in the United States or Canada. Wonderful views of the mountains were had continuously all day. Going up the "Big Delta" Valley the roadside was well timbered with spruce or edged with luxuriant vegetation. Noticed numerous "spruce hens" (commonly called "fool hens," because they do not get out of your way).

At Jarvis Creek, we crossed a very long log bridge, and passed a road construction (destruction) camp. The road gang was building a long straight stretch of new and broad road. Stopped and chatted with a telegraph construction gang of the Signal Corps, and lunched on a piece of delicious chocolate layer cake brought from John McCluskey's, with a tin cup of fresh milk from Riga Wallen's cow, which had strayed from McCarthy's Road House and been caught by the Signal Corps men. Eight months of stable feeding being necessary, fresh milk is a delicacy.

Thirty-nine miles from "Richardson's," the Trail enters a very large glacial basin from which there is an extensive panorama, forming a complete circle. At 2:40 P. M., a low divide was crossed, from the summit of which glorious views and vast panoramas were seen, including sparkling glaciers directly ahead. At "Donnelly's Road House" (Jim Stone, 3:00 P.M.), fifty-six miles, a short cut ends, called locally the "Winter Trail," which branches off from Richardson to the right. This is used only when frozen.

At 3:30 P. M., passed Donnelly's Telegraph Station, which is in a situation of scenic beauty close up to grand, pure white mountains and glaciers, with Ht. Hayes in the foreground, a magnificent "hill."

Arrived at "Rapids Road House" (T. J. Flanigan) at 4:15 P. M., 67 miles from "Richardson's." The Cabin is in an uncommonly fine location on the right bank of the Big Delta River, directly opposite Rapids Glacier, which stretches, far-reaching like huge streams, up two bright valleys. In this vicinity is good hunting of mountain sheep, bear and caribou. The altitude is 3,000 feet. Had an excellent dinner at 4:30 P. M., of caribou steak, creamed carrots, mashed potato, baked beans, lettuce, home-made currant jelly, cold ham, cranberry sauce, fresh onions, apple pie and coffee, which detail is mentioned to emphasize that the meals at the



BEAR GLACIER

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best road houses on the Trail are very good, and because of the keenness of one's appetite due to the atmosphere and the exhilaration of the views, are very enjoyable. Generally speaking, each road house mentioned in the suggested itinerary has a good garden, an abundance of chickens, eggs, fresh meat (caribou and moose, *et cetera*), fresh vegetables and home-made preserves. The cooking is often done by the proprietor, an old packer or "Sourdough," and is always good.

Left Rapids at 6:15 P. M. Crossed a deep and rushing glacial stream and at 6:50 P. M. had a superb view directly in front, of the mountains in the rear of "Miller's Road House" (John Bowman), 14 miles from Rapids. Here the gravel bed of the Delta River was taken. Watched a rainbow on the aquamarine colored glacier to the left of the Trail.

Some of the streams in this section are bridged and have to be confined above the bridges by crib-work, using wire netting and brush, and cobblestone walls. Forded five glacial streams, some deep and with steep banks. It is desirable to cross these streams early in the morning or late in the evening, when the run-off is less than during the middle of the day, with the sun high. At "Miller's" on the left, a rich coloring was noticed in a burnt-off hillside, which, in the distance appeared reddish purple. Continued through a narrow valley with a large glacier above, and to the left of the Trail. Crossed two large bridges, above the first of which a glacial stream, almost a river, issues from a large hole at the base of the gravel moraine of said glacier, and at the second bridge a glorious view of the glacier itself is had.

Then entered the "Saddle," leading up to "Summit," where the Alaska Range is crossed.

At 8 P. M., passed forks of "Big Delta," and followed up the left fork, entering "Glory Hole," which deserves its name, on account of the deep color of the mountainsides and the sawtooth formations, similar to some of those in the Dolomites or the Pyrenees on the Spanish side.

From this point on over the Summit, the countryside is frequented in winter by large numbers of caribou.

The concluding installment of Mr. MacNeille's article will be published next month.

Townsend Highway Bill

THE Federal Highway Bill introduced by Senator Charles E. Townsend, of Michigan, in both the Sixty-fifth and the Special Sessions of Congress, and now pending before the Sixty-sixth Congress, embodies the principles that will give the United States a basic system of arterial Federal Highways.

Highway authorities in every part of the country were instrumental in forming the measure, and the bill seems to reflect not only the most advanced publicity throughout, but the general demand of the Nation. With the passing of the Townsend Bill—and the Lincoln Highway officials feel that National sentiment will force its passage during 1920—the whole question of adequate interstate routes of passenger and freight transportation will be lifted from the domain of private enterprise and made at last a governmental obligation.

The main provision of the Townsend Highway Bill, to which more than 700 National, State and local organizations are committed, are as follows:

1. It establishes a Federal Highway Commission of five members, to be appointed by the President, by and with the consent of the Senate, which commission is to devote its entire time to federal highway work.

2. It authorizes the selection by the Commission of a Federal Highway System, to be constructed and maintained entirely at federal expense, and to consist of not less than 2 per cent. or more than 5 per cent. of the total highway mileage of each State; the federal highways to be established in each State to be determined upon after conference with the various State Highway Departments.

3. The Commission is required to publish within two years a map showing the national highway system selected, and to undertake at once surveys and the preparation of plans, specifications and estimates for the construction of the federal system.

4. The roads constructed as federal highways are to be on rights-of-way belonging to the Federal Government, to be not less than 66 feet wide, the type of roads built being such as will meet present and probable future traffic demands.

No money is to be expended by the Federal Highway Commission upon the construction of federal routes in any State until its legislature shall have assented to the provisions of the Act, and legally transferred to the United States Government the rights-of-way to be taken over as federal routes.

The Federal Highway Commission shall have all regulatory powers over federal highways except State police powers.

The Secretary of War is given permission in his discretion to turn over to the Federal Highway Commission, for use and maintenance of federal highways, vehicles, motor vehicles, road machinery and equipment, to be paid for by the Commission out of the appropriation made in the act.

The Commission is provided with a fund of $425,000,000; $50,000,000 of which is to be immediately available; $75,000,000 for the fiscal year beginning July 1, 1920, and $100,000,000 for each of the three succeeding fiscal years.

The Commission is empowered to set aside annually a sufficient sum for maintenance not to exceed 10 per cent. of the total appropriation of the year.

Should any State desire to improve any section of the Federal Highway System selected, before the funds appropriated under the Act are available, the Commission may enter into an agreement with the Highway Department of the State for the financing of the route and its construction under the supervision of the Commission, and later refund to the State the amount so expended.

Provision is made for the reimbursement of any State for any mileage of public highways, already improved by the State, taken into the Federal Highways System, by the contruction of an equivalent mileage on State highways at the expense of the Government.

The Commission is to encourage the proper use of all highways and to stimulate the interest of the States, communities and rural districts in the most efficient and economical transportation over all highways; to ascertain by experiment and research all useful information on highway transportation, construction and maintenance, and to disseminate the same for the benefit of all the people.

The Act also transfers all powers and duties of the Secretary of Agriculture as have in the past been handled by the office of public roads of that department, to the Federal Highway Commission.

Standardized tests of road materials for every State is the result of a conference under the auspices of the National Association of State Highway officials recently held in Washington.

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Automobile Touring in Europe

Edward H. Wakefield, Manager, Foreign Department
The Automobile Club of America

WHEN taking an automobile abroad for touring purposes, there are four principal matters to be attended to. These are: Transportation, Insurance, Customs and Licenses.

All arrangements for packing and transportation of automobiles by sea should be made well in advance of the sailing date as possible. Suitable shipping accommodation is somewhat limited, while freight rates are constantly varying. At the present moment, the cost of packing an ordinary large size touring car and embarking it on board ship amounts to approximately one hundred ($100.00) dollars, including brokerage charges. Atlantic freight rates vary from sixty-five cents to one dollar and five cents per cubic foot, according to the weight of the automobile when packed. The average cost of shipping an ordinary touring car to Europe may be said to work out to about six or seven hundred dollars. The return voyage is, of course, considerably less, as the expenses of having the case made are eliminated, the same case being used for the homeward voyage that the car was packed in when shipped to Europe.

Marine insurance should in all cases be effected either through the shipper's own insurance brokers or through the organization that is attending to the shipment of the car. Rates are low, and without insurance the owner has great difficulty in making good any claim that may be necessary. It is extremely unwise to attempt to tour in Europe without having the car completely covered by insurance. There are several companies in Europe which issue very satisfactory policies for periods of a few months, solely to meet the requirements of visiting motorists. One of the latest and most satisfactory of these policies is handled by the Insurance Department of the Automobile Club of America. The rates are by no means high, while the cover is extremely wide.

The customs duty payable when taking the car to Europe varies for each country according to the value or weight of machine—for example, the duty into Great Britain is at the rate of 33⅓ per cent. of the value; into France, it is at the present time 45 per cent. of the value; the Belgian customs duty is calculated according to weight of car, being 80 francs per 100 kilograms for cars up to 4,000 kilograms and 30 francs per 100 kilograms for those over 4,000 kilograms. Holland charges a rate of 5 per cent. ad valorem; Italy has a fixed rate of about $84.00 for cars up to 2,100 pounds in weight and $124.00 for cars weighing over that figure. These duties have to be paid before the automobile can be imported into the respective countries, but for the benefit of motorists wishing to carry out a tour through several countries, the duties may be deposited with The Automobile Club of America and a series of customs papers or "triptyques" obtained, which admit the car into the various countries without any cash transactions having to be carried out at the ports and frontiers. In this way, the necessity is avoided of carrying large sums of money whilst on tour for paying customs duties, which must usually be paid in cash and in the currency of the country into which entry is being made. This very useful arrangement was made some years before the war, between the leading National Automobile Clubs of Europe and the Automobile Club of America.

With regard to licenses, an idea is prevalent among many motorists that if a driver holds a driving license and if the automobile is registered in the United States, it is not necessary to secure European licenses for touring. This is entirely contrary to the facts as regards most European countries. Licenses to drive, registration of the car and number markers are as necessary in other countries as in the United States, but for the convenience of the touring motorist a document known as the International Touring License (Certificat International de Route) has been instituted, which not only obviates the necessity of obtaining license-registration and markers in each country visited, but enables the motorist to travel through practically every country in Europe with only the one license for car and drivers and the same set of markers. To obtain the International Touring License, the car and all persons who will drive it when abroad should present themselves for inspection by an official of The Automobile Club of America. Two small photographs of each person who will drive the car must be supplied. All the necessary arrangements are then attended to by the Club, and the International License, together with the regulation number markers, will be secured and mailed to meet the tourist upon arrival at his European port, or to any address specified. The cost of this International License, including examination, registration, driver's license, number markers, etc., is twenty ($20.00) dollars for one car and one driver, with an extra $5.50 for each additional driver.

Up to the present, the amount of European touring carried out by American motorists since the war has not been great. From the reports of those who have toured in Europe recently, it would appear that road conditions are, on the whole, by no means as good as they used to be in pre-war days. In Great Britain, although the amount of war-time travel was very heavy and the fine surface of the main roads suffered severely, repairs have been completed so that the road surface is probably better there than in any other Allied country. Some of the famous "Routes Nationales" of France are reported to be in sorry condition as compared with their former excellence. The main road between Paris and Nice by way of the Rhone Valley is stated to be very poor in many places, while the Paris-Bordeaux-Biarritz road is worse. From Paris to Strassbourg, on the other hand, the surface is better. This is doubtless on account of the fact that this main highway was within the war zone and, although badly damaged in places, it had to be promptly repaired for military purposes. In the war-zone itself, which before the war was a locality rather avoided by tourists on account of the terribly poor road surface, it is stated that the principal routes are much more pleasant than they were formerly. This condition is due probably to the fact that they were practically rebuilt by the military engineers during the war, and the miles of horrible pavé that used to render this part so unpopular from the motorist's viewpoint has been replaced by comparatively smooth highways. At the moment gasoline is reported very difficult to obtain in some of the remoter parts of Central and Southern France, though usually readily procurable at the ports and on most main routes. There is, of course, plenty of the spirit in the country, but as it has to be transported by rail, and the congestion on the French railroads is more than usually severe owing to coal shortage, local supplies of gasoline are much below normal.

Italy does not appear to have been very largely affected by war-time traf-

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fic. Its main roads are, on the whole, very fairly good except for their terribly dusty condition in summer time. The mountain roads in Northern Italy are often very hilly, but good, though the roads of Southern Italy are still so bad as to be practically unusable by the average tourist. In Italy, the rationing system is still in force as regards many commodities. This applies to gasoline, which is obtainable in restricted quantities only, at the rate of approximately 15 gallons per month for an automobile of 15-horsepower. So long as such regulations continue, anything like an automobile tour through Italy is out of the question.

Of all the countries in Europe that are usually visited by American motorists, Switzerland possesses the best average of road surface at the present time. Many Swiss roads are, of course, extremely mountainous, and although the grades are usually well engineered and the surface splendidly maintained, there are many places where restrictions are enforced not only for the safety of other users of the road but for motorists also. In certain cantons automobiles are prohibited altogether, while on the principal passes, such as the Brunig, St. Gothard and Simplon, strict regulations are maintained with regard to speed and times at which the roads may be used.

One of the chief respects in which former American visitors to Europe will notice change is the cost of everything as compared with the old days before the war. This is especially remarkable in the matter of hotels. In London, Paris, and other big cities, the prices charged are in some cases quite fantastic, and appear to be simply based on the amount that can be extracted from the unsophisticated visitor.

In the country districts of Great Britain and the "Departements" of France, however, prices are more reasonable, the increase being due solely to the genuine increase in the high cost of living. As a general guide, it may be stated that touring expenses in Europe at the present time outside the large cities are about double what they were before the war, and although in certain localities the variety of food is somewhat restricted, practically nothing in the way of discomfort need be feared in this respect. "Petrol" in England costs about fifty cents a gallon, while in France, "essence," which is now a government monopoly, costs sixty to eighty cents per gallon, and is by no means always of first-class quality. In Italy and Spain, the cost of gasoline varies considerably in different localities, but averages about one dollar a gallon.

On the whole, there is no serious reason why American motorists should not visit Europe for touring purposes this coming summer. They must be prepared for expenses amounting to about double pre-war rates, roads as a general rule of somewhat inferior quality as regards surface conditions, hotel accommodation outside the largest cities rather simpler than formerly, with restricted menus in such localities as Flanders and Northern France, and a considerable increase of customs duty into France. The greatest change of all is 33⅓ per cent. duty into Great Britain. It cannot be too strongly urged upon intending tourists that arrangements for packing and shipping, securing customs papers and licenses, and insurance, should be made as far in advance of sailing as possible, in order to secure the desired accommodations and that no contretemps may arise through insufficient time being allowed.

U. S. Army Plug Tests

HERE are some of the tests a spark plug must pass before it can be used by the Motor Transport Corps of the U. S. Army:

These tests cover the type of spark plugs used in engines of motor trucks and automobile passenger cars.

The plugs to be tested shall preferably be two-piece construction, also plugs with other than conventional shaped spark point terminals must be submitted to the Motor Transport Corps for approval of each type.

To be approved a spark plug must conform to the specifications and tests described below; and must also have been found to give satisfactory service for at least one hundred hours total running time on road or dynamometer test. The running test shall include (1) idling, (2) light load, (3) average load, (4) full load.

Construction and Dimensions

(a) The threaded portion of the plug shall conform to the S.A.E. standard dimensions for ⅞" and metric spark plug threads, and of the A.S.M.E. for ½" pipe thread, to within their respective tolerances.

(b) The gap between the electrodes shall be between 0.5 mm. and 0.7 mm. (0.020 in. and 0.028 in.) and the design and construction shall be such as, in the judgment of the inspector, to maintain this spacing under all conditions of use.

(c) Terminals with 8–32 threads shall be of the screw and nut construction, and the nut shall be adapted to take either eyelet or split spade terminal.

Tests

(a) *Dielectric Strength.* Three of the sample insulators shall withstand for two minutes without puncture an effective alternating voltage of 25,000 volts applied between the central electrode and a metal band around the outside of the insulator. This test is to be made while the insulator is immersed in oil at room temperature. The passage of a spark over the surface of the insulator shall not be counted a failure unless it occurs at less than 20,000 volts.

(b) *Resistance to Mechanical Vibration.* Two of the assembled plugs shall be tested in the manner described below and shall show no cracks or other signs of mechanical damage after 25,000 blows. The plugs are screwed firmly into the sides of a steel block 6x6x9 cm. (2.36"x2.36"x3.54"), which is carried on the end of an arm 24 cm. (9.44") long. By means of a pair of cams the block is raised 19 mm. (.74") and allowed to fall upon a hardened steel rail. A pair of tension springs assist in pulling the block downward and give it a velocity of about 200 cm. (78.74") per sec. at the instant of impact.

(c) *Resistance to Thermal Cracking.* Five insulators with shell and central electrode removed shall be brought to a uniform temperature of 150° Cent. and then quenched in water at room temperature and examined for cracks by soaking for several hours in an alcoholic solution of rosin.

After the aforesaid quenching and soaking no cracks shall be visible to the naked eye. This test shall not apply to mica plugs.

(d) *Gas Tightness.* Six of the completed plugs shall be screwed into a pressure bomb containing air at a pressure of 15 kg. per sq. cm. (225 lb. per sq. in.) and immersed in a bath of oil heated to 150° Cent. Under these conditions the average volume of air leaking through the plugs shall not exceed 1 cc. (.06 cu. in.) per sec., and that through the worst plug shall not exceed 2 cc. (.12 cu. in.) per sec. This test shall be made both before and after the engine test.

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THE OLD MISSION, SAN BUENAVENTURA, WITH CROSS ON TOP OF HILL

Sauntering Along the Trail of the Padres

The Story of the California Missions

Trowbridge Hall

Part V, From San Fernando to San Buenaventura

IF still inclined to trail, literally, the historic footsteps of the old Padres, a few miles of the highway already traveled must be retraced—back through Van Nuys to Sherman Way—then on to the El Camino Real de San Buenaventura; another sonorous mouthful of a name, compressed by modern impatient lips into Ventura Road. Close alongside the Santa Monica mountains it runs, mostly level and straight-away. The "Master Builder" having fashioned these mountains with a nearly unbroken front, only twice stretching out a rocky arm, over which the road finds its way without effort.

The summit of Conejo Pass, the higher of the two, fails to give the promised "unrivaled view." California always appears to be envious of praise bestowed on beauties elsewhere and tries to enhance the charms of her own wonderful gifts of nature by extravagant exaggeration, whose children are inevitably Disappointment and Disenchantment. Here you are on the edge of a mountain wall encircling one of the sweetest and most fertile valleys in California—the one Sydney Smith must have had in mind when he wrote: "Tickle her with a hoe and she will laugh with a harvest." At your feet far below unrolls a wonderful panorama, a series of views that carries the eye almost to Ventura —quite colorful enough without the too highly colored description "unrivaled." A four-mile descent of easy loops offers not the slightest difficulty, though a few years back an illogical county law pronounced it dangerous and four miles an hour the extreme of speed.

But once on the level you rapidly approach Camarillo, the site of a one-time rancheria, belonging to the pioneer Spanish family of that name, whose descendants still own thousands of neighboring acres—all devoted to beans, with a money crop so large (and properly so when you remember that beans is derived from the French "biens"—property, money) that they have just erected a sightly mission-like church in thank offering for this splendid material prosperity. It is explained by some writer that the enormous bean profit in California is due to the beans requiring little labor, no poling as in the East; for, succumbing to the dreamy atmosphere they show no desire to climb but just lie lazily along the ground.

Largely to prove its independence of spirit, the next town, El Rio, openly scorns beans, swearing allegiance to beets and they'll show you, if interested in beetology, seven beets that weigh five hundred pounds! Across the Santa Clara river you leave materialism behind and enter the land of romanticism—Montavalo—honoring the Spanish author in whose novel the name "California" first appears.

And his imagination is so Californian!

"Be it known unto you that at the right hand of the Indies is an island formed of the *largest rocks known* and called California. It is very near *Terrestrial Paradise.* This island is inhabited by dark women of great strength and great, warm hearts. They have many ships in which they make excursions to other countries where they catch men whom they carry away and subsequently kill. When children are born only the females are pre-

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served. There are many griffins on the island which the women bring up with such skill that they do them no harm, but attack any men reckless enough to enter the island. They generally eat them, but when their appetite is sated they fly into the air with them, letting them fall from great heights, killing them instantly"!

By the time you have finished reading this naïve description of "women with great, warm hearts" you find yourself in front of the Mission San Buenaventura, seventy-one miles from Los Angeles.

San Buenaventura

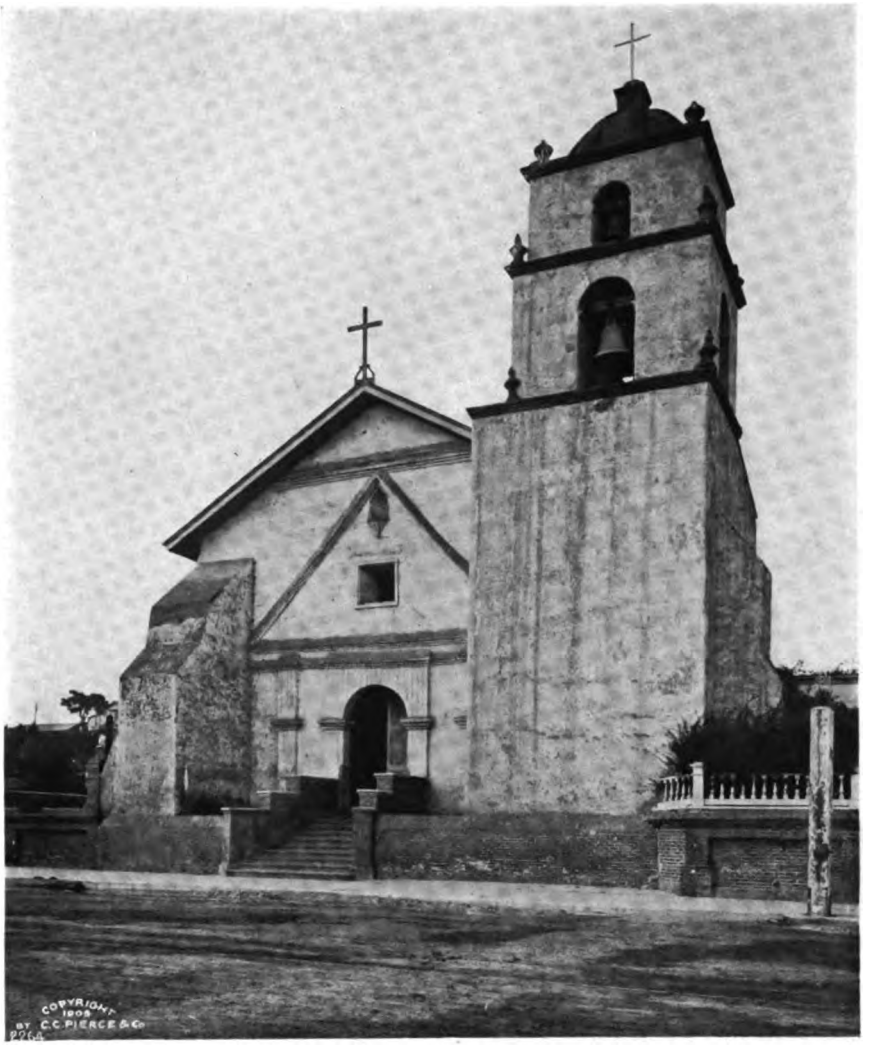
Padre Francisco Uria rose hastily from beside the rude leather cot where, immediately after administering extreme unction, he had knelt in contrite prayer. In his first rebellion at what seemed God's desertion he had altogether forgotten that it was his bounden duty, having watched the last breath of a dying brother, to toll the bell, hanging just outside the chapel door, that the angels might know another spirit was on its way, and make ready for the home-coming.

Ave Regina Coolorum!

The sad notes echoed and re-echoed through the silent corridors. Each solemn stroke brought forth from within the heart of Father Uria an answering chord of loneliness, as more fully and vividly than ever before he realized that his brother Franciscan, who had labored with him side by side for eleven long years, had now left him to labor alone, with no companion other than the brutish, ignorant savage.

But one of these self-same ignorant, brutish neophytes revealed a discerning sympathy seldom to be found amidst so-called higher civilization. Instinctively that faithful old Indian servant appreciated that his master was now without companionship; without the "good company and good discourse that are the very sinews of virtue"; without the quiet enduring affection of friendship, and slowly there formed in that primitive mind, versed in the wisdom of the woods and the wilderness, a plan to bring consolation.

At dusk he stole outside the adobe church walls, down through the corn fields that lay between the Mission and the sea; as amongst the high-tasseled maize showing brown and green above his head, he would soon be lost to view. Concealed in the rough of the grain, where it had crept so close to the surf that every flood-tide watered its roots, he found his boat just as he had left it the morning before. Silently shoving into the breakers, he paddled out to the Spanish vessel moored within haling distance and no sooner alongside than he disappeared with the shadows of the forward hatchway, only to as quickly reappear, clutching beneath his serape the stolen treasure for which he had come.



THE PARISH CHURCH AS IT IS TODAY

Back again through the cornfields and up to the barred windows of his master's sleeping room without discovery. Peeping within and finding to his joy that it was still empty, he hurriedly slipped through the gate and along the corridor until he reached the Padre's door which he stealthily opened, then emptying the contents of his basket on the bed, he vanished into the darkness.

On the bed lay four little kittens!

This savage knew that when men went into the wilderness and loneliness they cherished a cat more than any other living creature and so intimate became the two that almost human friendship and affection sprang up between them. And so it was with Father Uria. When, a few moments later, entering his desolate room, and discovering four little strangers in possession of his bed, he found that it was impossible to resist the appeal of these God-sent "fuzzy lumps of playfulness" and took them to his heart once and for all.

As a conscientious priest, he at once baptized them, naming the tawny orange two, descendants of Egypt, after his favorite saints—Maria de la Conception and the los Dolores—Concha and Lola; the third, sandy and short-haired, in honor of Saint Joseph —Pepito; and then, being above all a true Franciscan, he called the fourth, Frasquito. Upon him, dressed in aristocratic suit of tortoise-shell he lavished the greatest affection, though all were admitted to the same intimacy. To see one was to see five—four cats and a man. All five ate together, walked together, snoozed together. The first to awake was always Frasquito and in proof of the truth of the Chinese legend that cats are living clocks, he awoke every morning at just five forty-five, never varying a single minute. Immediately he would jump up on the bed, crawl to the pillow and gaze steadfastly into the face of the Padre. If that failed to awaken him a gentle poke in the cheek with the

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THE QUADRANGLE DOOR AS IT WAS IN THE OLD DAYS AND IS NOW

most velvety of paws was sure to do so. At once with tender touch, electric with sympathy, the Padre would stroke Frasquito, thus answering the questioning in those luminous yellow eyes.

Father Uria always contended that the gift of speech had not been denied these companions of his, but rather that the defect lay within himself, in not altogether understanding their language. There could be no doubt, he claimed, but that they talked and reasoned with one another, apparently actuated by human thoughts and impulses. Finally, he came to believe that they were able to understand him and in his hours of leisure he conversed with them upon every conceivable subject, though principally instructing them in the mysteries of religion, carefully defining the difference between right and wrong, just as he would do with his often less intelligent Indian pupils. If their talk in the late afternoon was interrupted by the Angelus, all five would kneel down at their hassocks, Concha, Lola, Pepito and Frasquito remaining with devoutly clasped paws until the master arose from his prayers.

So all the greater was the shock when the knowledge was forced upon him that environment and priestly teaching were not as influential as original sin. Quiet, orderly Concha began to exhibit a desire to roam, making it clear that she was weary of having to account for all her days and being locked up at night. Finally, she disappeared altogether until one sad Sunday morning Padre Uria found her a picture of innocent contentment, beaming in rapture on six newly-born infants at her breast. It was scandalous, if natural, and the Padre hastened to remove this "harvest of shame," comforting himself with the thought that like all kinds of people, there are all kinds of cats, worthy and unworthy.

Though always to be seen with Concha, Lola, Pepito and Frasquito, the good Padre was by no means absolutely cut off from human and white companionship. The one traveled highway of the country known as the Kings Highway (El Camino Real), which began at San Diego and ended at Sonoma, was the original trail blazed by the priests to connect mission to mission, and without inns or taverns, wanderers along this road, whatever their nation or creed, always made the missions their stopping place and for the Padres a multitude of friends.

Towards nightfall of an early Fall day in the year 1799 a traveler was to be seen approaching the gates of San Buenaventura. A man of some importance, judging by his dress. His pantaloons of blue velveteen, slit below the knee, were heavily ornamented with buttons and gold braid; around the waist, holding the pantaloons in place, was a bright scarlet sash. Over a white linen shirt, open at the neck, around which was loosely tied a black silk handkerchief, he wore a short green jacket of silk. His hair was braided in queue and fastened behind with ribbons; knotted about his head was another black silk handkerchief and atop of that a brown stiff low-crowned hat decorated with silver. His shoes were of buckskin and as far as the knee bound with colored ribbons was a kind of leggin called bota. From his shoulder hung a serape of dark blue broadcloth with as much embroidery as it could carry.

Any person, rich or poor, could travel from San Diego to Sonoma without the expenditure of a single penny. Whenever appearing, at any hour of the day or night, Indian servants were always at command with a good bed to sleep upon and a splendid table. It was not unusual for a Spanish host to leave a small heap of silver, covered with linen cloth, from which the stranger was supposed to supply his wants. Horses to ride were ever at one's service. It was customary as the first occupation of the morning to catch a horse from the most convenient field, saddle and bridle it ready for instant use and when the traveler would tire one horse, to take another, leaving the first in the road—anywhere. If nightfall caught him far from shelter it was the agreeable custom of the day that he might slaughter an animal from the nearest herd, and it was quite understood that he had entirely met the exigencies of the case if he courteously hung the hide where the owner of the beast could find it.

What charming medieval hospitality!

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Padre Uria came forth to meet our traveler, stretching out his hand in greeting. As soon as dismounted, a drink of aguardiente was offered him, immediately followed with the usual queries dictated by Spanish etiquette; the stranger's name, his occupation and the object of his travel; the Padre the meanwhile giving all the facts about himself, in which the stranger might be interested.

Then with a hearty "Gusta Usted comer con migo," he was escorted into the Refectory, where the evening meal was promptly spread. His bill of fare is still extant:

Caldo—a broth.
Pescado—fish.
Guisado—a stew.
Asado—a roast.
Olla podrida—meat with vegetables.
Fruit, tea, coffee, wine and brandy.

Just as they were ready to be seated, the door flew open and in trooped Concha, Lola, Pepito and Frasquito—Frasquito having sprung to the catch, where his weight bearing down on the thumb-piece allowed the door to open. Each went to his or her own particular place, patiently waiting to be served; for the Padre had taught them that to snatch food was gluttonous and as one of the seven deadly sins—forbidden.

During the long talk that ensued, Frasquito and the others seemed all attention, apparently absorbing every word. Each time Father Uria would turn, asking if they understood, their eyes would half close and their small pink mouths open, showing little white teeth in a genuine smile of appreciation.

Years rolled by and the time finally came for Father Uria to lay down his burden. Gathered about him were the faithful four. According to competent witnesses as soon as the Padre breathed his last, Frasquito, the Padre's favorite, stalked out into the corridor, up to the chapel where hung the bell of mourning, when leaping to the rope he swung himself backward and forward, tolling out to the angels the advent of another spirit, as was the custom with the Franciscans, after whom he had been baptized.

Giovanni de Fidenza, born in 1221, was a celebrated writer and teacher of mystic theology. So great an authority in so abstruse and remote a subject should by rights have been tall, spare and austere. Not so Giovanni, who was short, round and rosy, with so cheery a personality that Saint Francis, meeting him on the street by chance, exclaimed "O Buona Ventura!" As Buenaventura he became one of the great saints in the seraphic family of St. Francis, all of whom, according to mystic theology, are six winged angels, continuously in the presence of God and praising Him. He also became patron of this mission. A bit of nepotism (don't you think?) to draw from this one seraphic family all the patron saints of California! Long before the original expedition even started, the Guvenor General and

A SECLUDED CORNER WITHIN THE CHURCH

Father Serra decreed that the third mission should have the name of San Buenaventura and be situated half-way between one in the port of San Diego and one in that of Monterey, selecting approximately the present sites from a map drawn by Vizcaino, on one of his earlier voyages. The Guvenor General, so the records relate, was particularly interested in the mission Buenaventura, personally superintending the packing of all its goods, among which the records show were red pepper, garlic and "burn-the-intestines spices," foreshadowing, it must be, that this mission was to have the reputation of caring better for the inner man than any other mission on the coast. But as always, God disposes where man proposes, and instead of being the third it was the ninth foundation, the last to be founded by Serra before his death. It was not until March 31, 1782, that the venerable Father Presidente blessed and took possession of the ground, raising on the highest hill in the neighborhood a rough-hewn cross which was to serve a twofold purpose: to be a guide for the souls of the faithful as well as for the ships, bringing supplies to the mission. When the ravages of time made it necessary, other crosses were raised on the same hill, in the same spot, where you'll find one today.

To build a church of stone and brick, with walls six feet thick, when there were only two priests who had any knowledge of construction and then were obliged to instruct the Indian workers in every branch of manual labor, seems an impossibility, but there the church stands today in proof that all things are possible.

The interior was decorated in Indian motif, peculiarly appropriate. Overland, on mule-back was brought from Mexico a beautiful high altar; pictures were shipped from Peru and from Spain came an exquisitely carved pulpit which the hand of mistaken progress has now swept away. The gardens within the huge quadrangle then surrounding the greater part of the present town were visions of wealth and beauty, and wealth seems the only word to apply when one garden produces apples, peaches, pears, plums, oranges, figs, pomegranates, grapes, cocoanuts, sugar-cane and bananas. Perhaps the Padres didn't have such a hard time after all! By 1800 San Buenaventura had the largest crops of any of the missions, but it suffered with the rest, and suffered in the same old way—practical annihilation of a life that was never to be again. During the "deadly conflicts" of 1838 Carrillos forces were entrenched within the mission. Cannonading lasted two long days and one man and a mule were killed. The valor of the besieged was kept up only by mission wine and gave out when the wine gave out. In 1845 it became a regular parish church and was renovated out of all historic association to make way for the spirit of smug modernity. Of course, the materialists argue that to the sentimentalist "even the dust becomes a golden cloud when seen through memory's eyes, and things crude and common are glorified by the hand of time and become sweet and dear through the lapse of years."

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Truth About Motoring

THIS is Rachel weeping for her children because they are such a lot of idiotic sheep, ready and eager to follow one another over any obstacle to reach the latest fad, no matter how imbecile it may be. Did not we even play Golf? We gagged at it at first to be sure, for it was a bit hard to embrace this apotheosis of idiocy; but, we went through it bravely. And then came the bike, grippe, ping-pong and now it is motoring, and this last state is the worst of all, for once in it you cannot get out. I have tried to sell my car and I KNOW.

Do you see that chap clattering down the street in a big touring car? The car is worth intrinsically two thousand dollars; but, he paid seven for it, with two men just crazy to take it off his hands at sight, at least so the Agent said. Well, this young man is out on bail, having run over a blind man and his dog. He looks very superior and debonair as he dashes by, and he wants you to think he is having a fine time; but, he is not. Nobody in a motor is ever having a fine time of it, and strange to say female motorists make no attempt whatsoever to conceal their most abject misery.

It looks so dead easy to run a motor car; but, it is not. Never for a moment can you take your eyes off the road, and incessant manipulation of levers is necessary if your car is to run at an even pace. The scenery about you may be charming and the prettiest girl in the world may be passing; but, you must not glance at either, for you have but the fraction of a second to decide as to what the cow in the road ahead is going to do and whether you will splash through the big mudhole ahead or risk getting ditched. All this is a nervous strain that in time will break down the strongest man; but, it is the correct thing to do so we have to endure to the end.

Our motor is at the door, throbbing like a horse with the heaves. Fortunately it is a warm day; on a cold day the North Pole is a Turkish bath in comparison to a motor car wherein no amount of fur clothing will keep you half warm. And so, begoggled and arrayed like scarecrows we get under way. Honk! Hoot! Bang! Rattle! Crash! Burrr! Gears will not mesh, they never do. A malediction on the head of the man who invented that mechanical monstrosity—a geared transmission. Honk! Jounce! Rumble around the corner, skid into a street band in the gutter, bump over the pavement. Biff! Ouch! Hurt him? No, he is picking himself up, only hit him with the fender. Dash Blank it all! What right has an old man like that to be out in the street, anyway. Go ahead. And so over the ruts and car tracks, Honk! Rumble! Jounce, Clackety Bang! out into the country; the gray, desolate, rock-ribbed New England country where "There ain't no roads, the hotels is Hell and the people ain't got no manners."

About three or four times a day, the year round, you are told that the only way to really see a country—to get to the core of it—is to view it from a motor car. You realize how true this is when you discover that the larger part of every trip is made in a cloud of dust so dense that you cannot see one single foot in any direction. The poor nerve-racked chauffeur has no idea where he is driving and wonders where he will land and whether he will be killed or mangled or both. After a series of these dust baths you will, of course, never be clean again until you are cremated; but, this is of little importance for we are a dirty people, anyway.

During the rare intervals when you are not enveloped in dust you will be confronted with the everlasting problem of the farm wagon on the wrong side of the road. Will the driver wake up in time to turn out or will you take a chance of passing on the wrong side with every probability of the farmer turning at the last second? And the poor car driver wonders if his heirs will get anything from his accident policy. Knowing what he does about insurance companies he feels pretty sure that they will not get a cent.

If by a miracle you pass the farm wagon you will find yourself the next minute in a flock of hens. When you run over a hen it pops like a blown up paper bag and the sound makes me ill, although the average motorist appears to enjoy it. And then you stop and pay $2.00 for the bursted hen, this being the established price; the result being that the farmers have given up farming entirely and simply raise hens that they train to keep in the middle of the road in front of their houses. There is not a mortgaged farm now in the whole country, I understand.

Biff! Yowl! A dog this time. You hurry right on; dogs are apt to be held at impossible prices. A little later a puncture, then the engine breaks down or you are perhaps arrested for speeding or run out of gasoline. And mind you, all this is being done for PLEASURE! Ye Gods! Is it strange that our insane institutions are so overcrowded?

When I tell my experiences to the old and hardened motorists and ask them where in perdition the fun comes in they laugh and dodge the question by saying: "Oh! you are not used to it."

Used to it! Forsooth! Does anyone ever get used to facing a nasty death every three minutes? Do you ever get used to being frozen to death or blinded and choked with dust? Get used to killing and maiming human beings and animals and coming home so unrecognizably dirty that you have difficulty in being admitted to your own house? And all for what? Simply to go nowhere for nothing and come back for the same reason. Those poor boys that were in the front line trenches had an easier, cleaner, safer and more comfortable time than one gets in a day of motoring.

If I should ever have the luck to get rid of my car I shall engage in a siege at the dentist's by way of a delightful comparison and I shall buy an abandoned farm on some much traveled highway, keep a herd of hens in the road and put the proceeds into a steam yacht; it will better than motoring because there is nothing worse.

And now come flying machines! Dear Lord, pity and help us.

ENTHUSIAST.

New York State for Permanent Construction

CONCLUSIONS based upon carefully-compiled facts secured during a period of years by the New York State Highway Department and expressed before the Society of American Civil Engineers by former Deputy Commissioner H. C. Breed of New York are bound to be of great interest in States now undertaking extensive highway improvement. New York State has gone through the mill of experience in connection with highway

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construction, and it is interesting to note from Mr. Breed's paper that he considers the expenditure of public funds upon any type of road other than permanent pavement to be a waste of money and false economy.

Mr. Breed makes the following comments in regard to the cost and life of State Highways in New York:

"We now have in New York State 1,290 miles of durable pavement of the concrete, brick, asphalt block, etc., types as distinguished from less durable water-bound macadams, etc. Henceforth, except in unusually isolated communities, the durable type will be the only economical type. The higher first cost of the former will be offset in a very few years by the higher maintenance cost of the latter under heavy traffic.

"There is no further excuse for building semi-durable pavements in or near settled districts. Their 'cheapness' has with the advent of the motor truck become extravagance.

"On January 1, 1918, we had in New York State 6,912 miles of pavement, of which 5,820 miles were non-permanent type and 1,092 miles permanent type, of the latter all but 129 miles being of brick or concrete.

"Water-bound macadam is best adapted to the needs of light traffic, but has no place on any through route. It costs today about $23,000 per mile for a 16-to-26-foot pavement nine inches thick. Low construction cost has been the greatest advantage. Its greatest disadvantage now is its high cost of maintenance which in 1917 amounted to $970 per mile. The average life of this type of pavement is seven years for a traffic under 1,000 tons a day. Many water-bound roads have worn out in from one to three years when called upon to carry a heavier tonnage.

"Bituminous macadam penetration method is also adapted to light traffic generally and is advantageous in many localities where the only stone available is non-binding. It has a fairly high cost of maintenance, $412 per mile during 1917, and a construction cost of $28,500 per mile for a 16-to-26-foot pavement nine inches thick. The average life of this type is two years more than that for water-bound macadam under similar traffic conditions.

"Concrete has the advantage of low first cost, $31,200 per mile today for a 16-to-26-foot pavement, 6 inches average thickness. The maintenance on it in 1917 was $112 per mile. Its average life so far can only be estimated by judging from the condition of five-to-nine-year-old pavements of this type with which I am familiar. We can say at least fifteen years."

California's New Registration Plate

AUTOMOBILE thieves keep registration authorities in each State busy thinking up ways and means to prevent these operating. This year they have made California decide a change was necessary.

For years, the "Golden State" has been using a plate similar to the one attached to the car in this picture. It was a permanent number, and each year, one got a new seal that could be attached to the plate. This plan saved the State thousands of dollars that otherwise had to be spent each year for number plates.

The old type of plate made it easy for the automobile thieves, for, with a license once issued, it was easy to obtain new seals. Having a number of license plates on hand, they can be easily used on any stolen car.

The result is California has decided to use a new set of plates each year as is done in New York and other States. The new number plates, which are being used for the first time this year, are shown by the one the girl is handling. They have a black background with white numerals.

The certificate of registration that each owner carries is very similar to the one used by New York.

A man from another State touring in California is allowed ninety days, but he must get a three-cornered tag to carry on his home State license plate. This tag shows the date of his arrival.

When going after this tag, a visitor must present credentials that prove he is the lawful owner of the car for which he wishes a tag. So, carry your State registration cards when you go West.

CALIFORNIA'S NEW THEFT PREVENTER

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A VISTA IN CALIFORNIA

The Pacific Ahoy!

Carmeta Aitkin Hope

Part I—Across the Continent

WHAT a truth has been evolved in the expression "Time leaves trails and memories"—the true realization of which is consummated after one has sojourned in various nooks and corners of this fair young country of ours. Countless are the wonders veritably at hand, and yet we may say it was not until foreign travel became almost nil, owing to the conditions of war in Continental Europe, that any marked degree of appreciation was attained of the beauty-spots within our own boundaries, or a slightly wider scope, in the United States and Canada.

Oh! the vast extent from The Atlantic to The Pacific, for instance, and how much one may foresee for the future! Provided our Federal Roads Movement terminates in an actuality, eventually it will be possible to set out on a trans-continental trip by automobile with no more qualms than when motoring over the splendid State roads of New York. But for the time being, in an age when comfort stands first in the list of personal requisites, it is far less hazardous to go by luxurious Pullman coach as far as the coast and there revel in such joys as are available in "The Motorist's Paradise"—California! Nor is touring by automobile on the Pacific Coast confined to that State alone, as will subsequently be shown.

So, it was during the summer of 1919 that departure was made from New York over the Pennsylvania Railroad for Chicago. Much was in store for us and interesting indeed were the scenes viewed *en route*, although there were no such outstanding wonders on the first portion of the trip as were later seen. After leaving Philadelphia, Pa., our course led through Harrisburg, where tongues of fire from the many foundries illumined the darkening skies; on, to Altoona, where is the famous "Horse-shoe Curve," which has been considered a remarkable engineering feat and doubtless was at the time of its construction, but now must vie with marvelous projects of the past few years. Pittsburgh, or the "Smoky City," as it has scurrilously been nick-named, was on our way and thereupon we left behind us the Allegheny Mountains, rich in coal and ore deposits.

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Through the States of Ohio, Indiana and Illinois there is little diversity of scenery, the land for the most part being of an undulating nature and apparently very productive, as evidenced by the thriving towns and cities all along the route. Chicago, though, the great western metropolis is one of the index features of the trip and in recounting the episodes of our homeward journey greater detail may be entered into in that respect; outgoing, the primary idea was to see The Pacific!

Exit from the "Windy City," for so Chicago is colloquially known, was made via the Atchison, Topeka and Santa Fé Railroad, whose extent is practically co-incident with the Old Santa Fé Trail, of historic note. What unexpected attractions awaited us! And sometimes one could scarcely help wishing they had as many eyes to see the beauties, as a centipede has legs. Although we started off with but one powerful engine on our splendidly appointed, solid vestibule train, it may not be amiss to say that not unusual was it to have another added and even a third as occasion required; for example, when we took the sinuous path over the Continental Divide.

There are, however, a number of interesting features by-the-way which should be noted. Through Missouri we passed and then it really came as rather a shock to learn that for the duration of one whole day we would travel across the State of Kansas. Yet, do we generally think of that State as having such a breadth? Hutchison, in particular, is one place not likely to be forgotten for it was there our train, termed "The California Limited," made a short stop for water and examination of train parts, etc.—a frequent procedure throughout the trip—and the writer spying an abundance of luscious fruit arranged in cornucopiæ at the news stand in front of the typical Fred Harvey station-hotel (found throughout the system of the Santa Fé), decided to avail herself of some and stole from off the train. But lo! the departure was ill timed, and ere settlement had been made for the selected fruit, off started the train! Great was the consternation but fortunately my gesticulations and lusty calls attracted the brakeman and at the piercing shriek of whistle or siren the train came to a sudden stop and excitement reigned supreme. 'Tis scarcely needful to say it was some time before the full realization of the experience was evident to me, and when once again comfortably ensconced in our compartment, I was not wont to try further escapades.

Many were our congenial "compagnons de voyage." especially after such notoriety and much did they add to our pleasure. There were places *en route* where we were permitted to disembark, so to speak, being given so many minutes to see the sights, but the porters all seemed to consider it their bounden duty to warn me in advance as to the time limit. Little cliques would go off in different directions on such occasions, never wandering very far astray, however.

GRAND CAÑON OF THE COLORADO

Alfalfa fields had already made their appearance and particulary attractive were they along the fertile valley of the Arkansas River, which has been called "The Nile of America." But, it is not until one approaches the outskirts of Las Animas, Colorado, that the first glimpse of a Mexican "adobe" settlement may be had. How crude these habitations are, made of the natural resources of mud and water, applied almost in liquid state to laths and allowed to dry in the heat of the sun. This explains also the box-like architecture, if so it may be termed. Scarcely less primitive was the sight of converted freight cars alongside the railway, which were actually being used as living-places by the Mexicans, Indians, or half-breeds, as the case might be.

From La Junta, Col., the direct road north leads to Denver but our course lay through Trinidad and the Raton Pass into New Mexico, the seat of advanced culture dating back to the "Stone Age" and cliff-dwellings are found there today which are thousands of years old. Great sweeping "mesas" and prairies are characteristic of the State of New Mexico, and the inspiring sight causes one to reflect upon the hardships and struggles of the early pioneer. Also, one finds the remnants of many Indian Pueblo villages and the Spanish Missions were founded there approximately one hundred and seventy years prior to those in California.

Las Vegas, an important site, was

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on our itinerary, though nothing of especial moment occurred there. The highest point on the Santa Fé was attained at Glorieta, N. M., wherefrom excursions are made through the Pecos National Forest, a country dotted with pre-historic ruins. Old Indian brick kilns, too, parallel the railroad, and their whiteness would indeed be spectre-like in the dark. Beyond, we came to Lamy and there alighted with the intent of investigating the quaint station-hotel called "El Ortiz," with its interior court of Spanish architecture, the type known as "Mission." Indians crowded about the train as we stopped and those mothers having a pappoose strapped to her back were willing to let the curious white man or woman have a "peek," in exchange for bright silver coins. The young Indian girls and boys may even be considered attractive, with their swarthy complexion tinged with a touch of florid red and their glittering teeth and eyes, also their raven locks, set off the particular type of beauty.

Proceeding, we saw from the train the Indian Pueblo of Santo Domingo and also that of San Felipe, with the tower of the mission in each instance looming over the other buildings, which are situated on the banks of the Rio Grande and from Domingo to Albuquerque the railway runs down that valley. "The Alvarado" at Albuquerque is undoubtedly the most picturesque and extensive of the Harvey establishments and adjacent is a remarkabe museum of Indian and Mexican relics. Here we had quite an appreciable stop-over, giving us ample time to browse about, but especially were we all impressed by the sight, on arrival, of lines of old squaws, squatted alongside the paths leading to the buildings mentioned and there they sold potteries of their own making, small wares and fresh fruits. Surely they made an unique picture, for according to the dictates of that particular tribe, the women must have their limbs bound to the knee. Doubtless this custom prevails for a similar reason, as do the Chinese decree that their woman-kind shall bind her feet. Then, too, they are extremely superstitious and fearing lest their likeness be taken by one of those "spirit-boxes," as they consider the camera, their heads are well covered with shawls, often such ones as the tourist would envy for his or her own posession, some being attractive Navajos or the product of the Hopi weavers.

Our way was resumed once again, and *en route* to Gallup we passed through Wingate, where is found "Inscription Rock," which is said to be the greatest natural monument in America, as on its walls are thousands of inscriptions which extend over a period of more than three hundred years and ones dating back to 1606 are altogether decipherable. More pastoral are the views around Gallup, as there large flocks and herds of cattle may be seen; also, the mountains are well timbered. This is cited as an important trading post on the National Old Trails Road and from there the road swings south across the boundary of Arizona, passing through Adamana, where but a few miles distant from the track lie five Petrified Forests—a never-to-be-forgotten sight and one should by no means omit same from their itinerary. Thousands of acres there are covered with marvelously colored fossil remains of gigantic pre-historic trees, which literally have been agatized. Also one sees there the Painted Desert and both of these trips may be taken by auto if time is at a premium, by making a one-day stop-over.

On we went through Holbrook to Winslow, while the moon and stars looked exceptionally bright and on account of the clarity of the atmosphere the planetary bodies seemed to be brought in close range. Shortly beyond, the train slowly made its way across the high steel bridge which spans the Cañon Diablo and it was a thrilling experience to stand on the observation platform and cast one's eyes down into the depths below. Continuing, we passed Flagstaff, situated in the heart of the Coconino Forest and from there may be seen the San Francisco Peaks.

At Williams, Arizona, we refreshed our "inner-man" at the especially delightful station-hotel known as "Fray Marcos," a lasting tribute to the earliest missionary Padre to penetrate the fastnesses of Arizona. Hollyhocks of every conceivable color, and a particuarly large variety, were there to be seen surrounding the hotel and even the American Red Cross Canteen, a remnant of days during the war when "our boys" in service received an ample ration when passing through. In fact, it was from Williams that we set out on our momentous side trip to the Grand Cañon of the Colorado. Through a heavily wooded section the train wended its way to the picturesque rustic station at Grand Cañon and there we disembarked, all enthusiasm, for the novel experience—our first peak over the rim! Some of our traveling companions, however, gave us the benefit of their previous visits and we profited greatly thereby. "El Tovar" is the well-known hotel slightly removed from the station and, in fact, it is but a step from the spacious piazzas to the cañon's edge; while opposite is a replica of an Hopi Indian Pueblo, where actually members of the Hopi Tribe are now living.

But the greatest thrill is when one approaches the rim of the cañon and your eyes sweep in panoramic scope the "Titan of Chasms"—the oldest geological monument of the world, 'tis said. What a riot of coloring! not to omit the wondrous rock formations, temples, etc., within the guarding walls. The crystal clearness of the atmosphere lends detail to the outlines and indeed distances are most deceiving there. Referring to the temples and other figures which are the result of erosion, one particularly notes the wonderful symmetry of the columns, arches, etc. Then too, the high-lights and shades are so interesting.

Of course there were certain sights, which like all tourists we were wont to explore; such as the trip down the Bright Angel Trail, which one should not fail to take either in part to the Indian Garden, or better to the bank of the river. Before the descent, we enjoyed nosing about in the artistic Outlook where, through powerful glasses the various salient features of the cañon were seen. From experience I would recommend all visitors to set aside one afternoon for the Hermit Rim Road Ride by "Coach-and-Four," as the view of the setting sun from the terminus at Hermit's Rest is far more beautiful than word pictures can portray. There we had a view of the Colorado River, the extent of which we were told was three miles, but in truth the portion of the river which was visible seemed but a ribbon of not more than a few yards, so foreshortened was it by the remoteness. Once again, however powerful glasses came to the rescue and brought the river, as it were, closer to our vision and we could discern even a rippling on the surface; for, as a matter of fact, those are turbulent waters.

Accommodation at the "El Tovar" is all that can be desired and in fact that hostelry in itself is a veritable museum of interest. From there another side trip to the east may be made to Grand View and this can be accomplished by motor quite easily, being well worth while.

In our case, return was made to Williams over the same route as the outgoing and there we made connection with the limited train for Los Angeles. Through Ash Forks, Truxton and Kingman we went to Needles, the first place of interest across the California State line, where we saw The Needles, jagged mountain peaks from which the name of the place was derived. Beyond lies the Mojave Desert and it took us the major portion of the day to cross same. Also it was interesting from the view-point

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of geology to view the lava-sheet, several miles in extent found a bit farther on, while in the west end of Ludlow Yard may still be seen the old "Twenty-Mule-Team" borax wagon, with water-tank trailer which was used before the railroad was built. It is hardly necessary to state that by this time we had arrived at a section where water is at a very great premium and in fact even the supply for the locomotive engines has to be brought in tank cars to this region from springs at Newberry, Cal. At Barstow, Cal., on the Mojave River, is found the "Casa del Desierto"—"House-of-the-Desert"—which you will agree has been most aptly named.

But oh! the wonderful contrast from this point on, for it is a well-known fact that one never appreciates luxuriant growth quite so thoroughly as immediately after a journey across the desert—a veritable sea of sand—where the only vestige of life is an occasional clump of cactus, which despite the many disadvantages very frequently attains the height of a stalwart man. Alfalfa again began to appear and in its wake a species of yucca together with manzanita and juniper. Soon we entered the section where irrigation has reclaimed so much apparently waste land and ranches of citrus trees began to be most prevalent; in fact irrigation has been the exponent of that country's wonderful growth in recent years. About, on elevated positions, may be seen the shafts of silver mines which are producing today and oil derricks also hover on horizon. Although these shafts in neither instance are exactly attractive to the eye still they are representative of fabulous wealth in many instances.

San Bernardino, known as the "Gate City," is surrounded by thriving orange groves of vast extent and there we again alighted to see the sights available, for we had entered the San Bernardino and San Jacinto Mountains, and several well-known peaks could there be seen. On, once more we went passing under numerous snow-sheds, built to safe-guard train travel through the mountains, and *en route* we passed through Redlands, Arrowhead, where are found the famous hot springs, Claremont, etc., but these points will later be elaborated on, for one of our greatest joys was motoring through these very delightful spots. Eucalyptus and palm trees were everywhere evident and the citrus trees hung with green and golden spheres, enhanced the landscape.

Through beautiful Pasadena we passed and finally arrived at lovely Los Angeles, "The City of the Angels," as translated from the Spanish. Here we left the train, bag and baggage, for our stop-over was to be of protracted length and nominally our trans-continental trip was at an end; though not until we made the run out to Santa Monica did we glimpse the blue of the ocean and actually complete the span from The Atlantic to The Pacific.

Miss Hope will continue her trip in the next issue.—THE EDITOR.

A TYPICAL INDIAN PUEBLO

International Automobile Shows in Belgium

THREE International Exhibitions of Automobiles and Accessories will be held this year at Antwerp, Belgium, on the occasion of the International Olympic Games, which are expected to draw a large crowd of visitors to Antwerp from all over the world.

The first Exhibition will take place from May 15th to June 13th, and will include motor cars, tires and wheels, mechanical parts and separate pieces, and all sorts of accessories connected with the automobile industry.

The second Exhibition runs from June 26th to July 25th, and will make a specialty of commercial vehicles, agricultural tractors, camions and motors.

The third Show will take place from August 7th to September 15th, and will be devoted to motorcycles, sidecars, bicycles, et cetera, including accessories.

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OFFICIAL NOTICES

In Memoriam

ALFRED P. HANAN
Died September 26, 1919

FRANKLIN MURPHY
Died February 24, 1920

JAMES GAYLEY
Died February 25, 1920

FRANCIS S. BANGS
Died March 2, 1920

JULIUS KAYSER
Died March 9, 1920

ERNEST F. AYRAULT
Died March 17, 1920

ROBERT MAXWELL
Died March 21, 1920

ELECTED TO MEMBERSHIP

The following have been elected to membership in the Club:

RESIDENT

Mrs. Francis S. Bangs
Mr. E. Farrar Bateson
Mr. William Braden
Mr. Frederick H. Button
Mr. Joseph J. DeLong
Mrs. Joseph B. Dickson
Mr. Charles K. Eagle
Mr. John Hemming Fry
Mrs. Frederick Gerken
Mr. I. E. Graham
Mrs. William H. Harris
Mr. Frank W. Keegan
Mr. Henry Lockhart, Jr.
Mrs. James McLean
Mr. Joseph Mercadante
Dr. Charles V. Paterno
Mr. Albert Mansfield Patterson
Mr. George Ellis Reed
Mr. M. L. Requa
Mrs. Ralph L. Shainwald
Mr. Jacob J. Shubert
Colonel Herbert J. Slocum
Mr. W. R. Timken
Major Charles H. Wilson
Mrs. E. Fred Wood

NON-RESIDENT

Mrs. A. F. Migeon
Mr. August A. Rubel
Mr. C. U. Snyder

COURTESIES OF THE CLUB

The courtesies of the Club have been extended to:

Mr. Einar Unander, of Stockholm, a member of the Automobile Club of Sweden;
Mr. C. A. Tomes, of the Royal Automobile Club, London;
Mrs. A. C. Wagstaf, request of Mr. Robert Dodson.

PROPOSALS FOR MEMBERSHIP

In accordance with Section Nine (9) Chapter VIII, of the By-Laws, you are hereby notified that the following persons have been proposed for membership in the Club.

An application for membership will not be considered by the Governors at any meeting unless the proposer and seconder have written personal letters to the Membership Committee, 54th Street, West of Broadway, and the applicant is personally known to one of the Governors present.

You are requested to inform the committee as to all matters affecting the qualifications of any candidate vou may wish to recommend or oppose.

Full information is desired and all communications are treated as confidential.

ELMER THOMPSON, *Secretary*

Date of Proposal	Name	Business	Proposer	Seconder
		RESIDENT		
Dec. 8	Sidney Wilmer	Theatrical	Edmund Breese	Geo. R. Nicolai
Feb. 11	Wm. N. Fleischmann	Malting	Henry J. Kaltenbach	Chris. Bambach
Feb. 17	Harry Fowler	Foreign Freight	Henry K. Pomeroy	A. R. Hawley
Mar. 1	Charles P. Norcross	Advertising	J. Newton Gunn	Homer E. Sawyer

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"Trucks in the Near East"

AMERICANS will be found to have played one of the most romantic as well as most efficient parts in saving the remnants of a stricken nation, when the full story of the effective work of Near East Relief has been written. In saving the lives of more than a million people in Western Asia, hundreds of thousands of dollars' worth of supplies bought with American money—food, clothing, gasolene tractors and safety pins and everything between—are now being transported by hundreds of motor trucks over 500 miles of almost impassable roads to the starving and freezing people of Armenia.

Railway, auto, camel, wagon train and even man trains are utilized in the Near East Relief transportation scheme, but of these the auto truck is by far the most important. From the big supply base at Derindje on the Gulf of Ismid in the Sea of Marmora about sixty miles from Constantinople, the food and clothing and other supplies are shipped to the interior bases and from them distributed to wherever the need is greatest.

From Derindje supplies for the Armenians in the Caucasus and in Turkish Armenia are sent for part of the way by the Bagdad railway. But this line hits only the centers and the stations off the railroad are reached by a system of motor transport which has been built up amid many difficulties, until it now has a large personnel and equipment, many of the former being officers and men of the American Expeditionary Force in France, who sought either adventure or an opportunity to aid humanity in the Near East.

They get both, for motor truck driving in the Caucasus or in the trails of Turkish Armenia calls for the same qualities the machines and drivers had to show on the shell-torn roads of France and Belgium, which means there is plenty of danger and chances for adventure. Since the demobilization of the Turkish armies, thousands of the former soldiers of the Crescent have turned into bandits. They haunt the roads and food caravans, and to them the motor truck, wagon or camel laden with food or other supplies, are special prizes.

So when the trucks swing out of the branch stations for their trips into the interior, every driver "packs a gun" and the trains have armed guards, some of them former American soldiers, but more often ex-Turkish fighters, heavily weaponed, picturesquely costumed, and fierce looking enough to satisfy the most exacting hunter of local color. The bandits, learning wisdom after several disastrous experiences, reluctantly leave the guarded trains severely alone, but woe betide the unguarded train or single truck.

ON THE ROAD TO HARPOOT

The trains are made up as a rule of from ten to twenty cars. A short haul takes them from Aleppo to Urfa and a longer one from Mardin takes supplies to the Diarbeker section; Aintab and Marash are served from Aleppo, and from Samsoun the food and clothing are sent to Marsovan. These are hard enough, but they are nothing compared to big motor truck service operated from the Oulou Kishla on the Bagdad line to Sivas, Cesares and Harpoot.

From Oulou Kishla the trains, all heavily guarded, are sent out by fifteens or twenties, over "roads" which would be impassable to any but youthful American drivers, roads winding along mountain sides and precipitous passes up terrifying grades and down steep descents. There isn't a garage or a supply station along the route, there never was, and the trucks carry their own "gas" and repair necessities.

Tires are a big problem. The sharp desert sands and the rough rocks of the mountains make quick work of them. The Near East Relief motor driver has to be a real emergency man, quick on the trigger if necessary, used to quick repairs, to handling a wheel under any and all road conditions and above all imbued with the "get there" spirit.

Tire air pressure should remain the same winter and summer.

Many car owners labor under a false impression regarding the tire pressure. Regardless of the season of the year, it is impossible to increase the pressure in pneumatic tires sufficiently in any way to injure them. Tires should not be pumped up harder in the winter months. Likewise pressures should not be reduced in summer, because decreases cause the tire to bend more, create more friction and naturally to generate heat.

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Photo by International News Service

THE "CROWSNEST" WHICH IS USED TO DIRECT TRAFFIC ON FIFTH AVENUE. NEW YORK'S "CROWSNEST" CLOSELY RESEMBLES A RAILROAD SIGNAL TOWER, WHILE DETROIT'S FOLLOWS CLOSELY THE PLAN OF MR. WILLIAM PHELPS ENO WHO IS KNOWN AS THE DEAN OF TRAFFIC REGULATION.

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Fifth and Park Avenues May Become One-way Traffic Streets

FROM ten o'clock in the morning until five o'clock in the afternoon, Fifth Avenue, between Fifty-seventh Street and Thirty-fourth Street, is a "one-way traffic street," the traffic moving from north to south. During the same hours on Park Avenue traffic will move north between Thirty-fourth Street and Fifty-seventh Street. This is the most important "one-way street" traffic regulation so far introduced in the city.

Traffic on Madison Avenue, which bisects the belt-line area, and on Sixth Avenue, will move in both directions. Vehicles going north or south on Madison Avenue may turn at any block, according to one-way traffic regulations in force on the cross streets, to reach Fifth or Park Avenue, and the same may be done on leaving either Fifth or Park Avenue east or west, to reach any point desired.

About a year ago a similar regulation was put in force on Eighth Avenue, or Central Park West, all traffic there for the twenty-four hours moving south from 110th Street to Fifty-ninth Street. Excellent results followed this regulation at once.

Not only was the large amount of traffic going over this street, which carries two sets of car tracks, moved much more expeditiously, but where accidents (some serious) had averaged nine per month, under the new regulation they fell to one or two for the same period.

As early as 1908 "one-way traffic" was introduced in New York, and it was one of many innovations recommended by Mr. William Phelps Eno, the dean of all traffic experts in the country. Captain Piper was then in charge of traffic regulations in this city and introduced this plan on several downtown streets. Boston followed suit in 1910, while Paris and London, both under the direction of Mr. Eno, adopted the plan in 1909.

"One-way traffic," however, is of much more ancient origin. We read that it was used in Pompeii in streets that were not wide enough for two vehicles, and raised signs were used representing a chariot headed in the direction in which traffic moved. It was also used in Havana on two narrow parallel streets during the rush of afternoon hours, as early as 1880.

In the opinion of traffic engineers there is no one regulation of greater importance for handling traffic expeditiously in congested areas than that of keeping it moving in one direction.

New York at present has about 90 one-way traffic streets; Boston, 35; Philadelphia, 30; Washington, D. C., 18; Providence, 16; New Orleans, 14; Detroit, 13; Nashville, 10; and Baltimore, 6; while Milwaukee, Denver and many other cities are about to adopt the one-way traffic plan.

There is a great diversity of opinion as to the best way of designating one-way streets. The plan followed in New York is not entirely satisfactory, as streets are designated "one-way" here, not by the traffic conditions, but in the case of streets running east and west by the arbitrary plan of having

LOOKING DOWN ON FIFTH AVENUE'S TRAFFIC REGULATORS

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all east-bound traffic move on even-numbered streets and west-bound traffic on odd-numbered streets. This not infrequently interferes with the natural flow of traffic.

In the opinion of many traffic engineers, a more satisfactory way is the one followed in most cities other than New York, where, when a one-way street is to be designated, the local traffic conditions are studied and the street selected irrespective of whether it is numbered odd or even.

Those who favor the New York City plan claim that drivers, especially truck drivers, learn that even-numbered streets are entered from the west and odd-numbered streets from the east, and in this way avoid the confusion of entering any street from the wrong direction. This contention falls when streets are named, not numbered, and has little virtue, as a matter of fact, for if all one-way streets are properly sign-posted, there will be little opportunity on the part of chauffeurs or truck drivers to make mistakes.

As a further aid in carrying through the new traffic regulation on Fifth Avenue, another Eno idea has been adopted, in that an elevated traffic tower, or "crowsnest," has been introduced for the first time in the city. This device was installed in Detroit in October, 1918, and, according to advices of the Detroit Police Department, has proven very satisfactory. Mr. W. P. Rutledge, the Chief Inspector, says that one officer can control the traffic, where heretofore it required two, and that one of their most experienced traffic officers, after occupying the crowsnest for one day, said: "It is the best thing yet to aid in regulating traffic."

The type of tower used in Detroit is circular at the top, rests on a heavy pillar 7½ feet above the street level, is roofed, and has sufficient space so that a traffic officer can sit. The tower carries a semaphore, with a light above it, and with mechanical arms having the familiar words "Stop" and "Go" in large letters. The same words are displayed on wing semaphores at the side of the tower. Telephone connections with police headquarters and push-button signals to other traffic directing points are provided.

The type of "crowsnest" erected on Fifth Avenue resembles a railroad signal tower. The floor of the tower is twelve feet above the roadway, so that the traffic policeman can have a clear view. These towers have been erected at Fifty-seventh Street, Fiftieth Street, Forty-second Street, Thirty-eighth Street and Thirty-fourth Street.

Traffic will be controlled by flash-lights, telephone and push-button signals operating between towers and to be observed by the traffic officers, also, at the intersection semaphores.

The signal used to control traffic up and down the Avenue, day and night, will be as follows:

Red Signal: Traffic shall move on Fifth Avenue and all cross traffic from the side streets shall stop behind the building lines, or white limit lines, when marked on the roadway.

Yellow Signal: All traffic on Fifth Avenue, as well as side streets, shall stop behind the building lines, or limit lines when marked on the roadway, so as to give clear intersections.

Green Signal: Traffic from the side streets shall proceed.

These signals, which will be in operation from 9 A. M. until 12 midnight, will regulate not only the movement of vehicular traffic, but also apply to all pedestrians in crossing the roadways, which they must do at the crossings.

Upon the approach of fire apparatus, the traffic officers in the towers will flash the yellow signal, to stop all traffic and give the apparatus right of way throughout the Avenue, or the side streets, wherever it may be going. It is hoped that eventually the towers will be so connected with the fire stations as to be warned ahead to clear the way, instead of waiting until the apparatus approaches.

Before ten A. M. and after five P. M. traffic on Fifth and Park Avenues will be both ways, but on Fifth Avenue under the control of the men in the towers and at the other street intersections where the semaphores will be maintained. The same signals (red, yellow and green) will be alternately flashed, or as required by any emergency, always having the same signification as stated.

Although an experiment to be tried at least thirty days, it is confidently believed that the new regulations will be demonstrated as of such practical advantage as to be regularly adopted and probably extended to other congested sections of Greater New York.

If this plan of handling traffic on Fifth and Park Avenues works, as Dr. John A. Harriss hopes it will, probably a little later it will be extended south to Twenty-third Street, or possibly as far as Union Square.

MR. WILLIAM PHELPS ENO, the Dean of Traffic Regulation, is soon to publish a new book on traffic. In view of the plan, which probably will be in operation when this issue reaches you, making Fifth and Park Avenues one-way streets, controlling traffic from "crowsnests" or traffic towers, we believe that the following from Mr. Eno's book will be of interest. This excerpt is taken from Chapter 7, Part II, of the book and is entitled "Traffic Crowsnest."

A Traffic crowsnest (first recommended in an article published March 7, 1914, and in numerous articles and pamphlets since), is a raised and covered sentry box to be located at important street intersections or foci. The traffic officer has a clear view of traffic in all directions, is moderately protected from the weather, isolated from distractions and able to do more effective work than when on the street level.

On the crowsnest there are two pairs of semaphore arms worked by electric switches. At night these arms carry a red light. Lower down on the crowsnest, as shown in the drawing, are two other semaphore arms, located at a height where they can be seen from beneath an automobile hood. The upper arms are to signal vehicles some distance back and the lower ones to signal those nearby. The semaphore is for the Block System, although the more advanced method of Rotary Traffic at intersections will probably make the Block System superfluous at least most of the time. The semaphores, however, prove a safeguard when necessary to temporarily stop the traffic of one or both streets in case of the approach of fire apparatus or other danger.

Telephone equipment furnishes direct communication with police and fire departments and nearest police station and also with other crowsnests, if located on the same street, while electric push-button signals connecting the crowsnests indicate such warnings as "Clear the Street for Fire Apparatus," "Look Out for Runaway," etc. The indicators should indicate from which crowsnest the signal is given in order that the distance of the approaching danger may be known. The crowsnest is also equipped with an electric heater and a revolving post fitted with a bicycle saddle adjustable as to height, which can be placed in position for use when required and when not needed, pulled out and set one side.

In 1917 the first of these crowsnests was put in use in Detroit. This was modeled after the pattern above described, except that an ordinary semaphore was used in place of the one with arms, which I believe would be better, as the falling and rising of the arms attracts the attention of the eye. The arms could be equipped with a tinkling bell which would attract the ear also. In order to describe the working of the crowsnest, I am herewith including quotations from some of the letters from Detroit.

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January 24, 1918.

"My Dear Mr. Eno:

"I have yours of the 18th inst., and in reply would say that we put the crowsnest in operation at Woodward and Michigan Avenues on Tuesday, October 9, 1917. I assure you that it was partly through neglect and partly owing to the pressure of other matters that I failed to answer you. You say you are anxious to know all about it. I am anxious that you should. It was this way: Last summer one of the Aldermen suggested to the Commissioner 'that something elevated be placed at this corner for the traffic man to stand on.' I immediately recommended 'Mr. Eno's Crowsnest.' Together with this recommendation I submitted a sketch similar to the one in your pamphlet. This recommendation was approved by the Commissioner and construction of the crowsnest commenced. About a week after it was put in operation I reported to the Commissioner that 'It proves to be a successful innovation beyond our expectations.' We did not realize what an advantage the elevated position gives the officer. He has a clear view over the tops of street cars and automobiles and can command the whole situation for two or three blocks in all directions. Men at other corners in the vicinity work in conjunction with this master semaphore with the result that movement of traffic is noticeably faster and safer. Drivers and pedestrians frequently expressed their approval. It works to the advantage of the driver because they have the officer in it in plain view at all times from every angle. Direct telephone communication between the booth and First Precinct Station is another good feature.

"One of the better proofs of its success is that one officer can control the traffic alone, while heretofore, it required two men. One of our oldest and best traffic officers, who had been regulating traffic at this corner for years, after occupying the crowsnest for one day said, 'It is the best thing in the world.'

"I am enclosing herewith a cut of the tower clipped from a recent issue of *Popular Science.* I was informed there was a cut of it in *Popular Mechanics.* You will notice the change in the type of semaphore. Under separate cover I am sending you a photograph.

"The location of this tower, as you may remember, is in front of the City Hall. The Commissioner has ordered another one to be constructed at Michigan Avenue and Griswold Street, which is one block to the westward.

(Signed) W. P. Rutledge,
Chief Inspector."

February 2, 1918.

"My Dear Mr. Eno:

"Upon his return from Washington, recently, Commissioner Couzens instructed me to forward to you a photograph of our elevated Traffic Booth, which I am sending you under separate cover. It is situated at the intersection of Woodward, Michigan and Munroe Avenues, in front of the City Hall, at one of Detroit's heaviest traffic points.

"Your specifications were followed quite closely in its construction. Please note that the 'Go and Stop' signal is indicated below as well as on top. The lower one is specially for the benefit of drivers making a left turn, who come to a stop and await the signal to make the turn, also it is of value to pedestrians who cannot very well see the signal which is located on the top.

(Signed) George A. Walters,
Secretary to Commissioner."

February 26, 1918.

"My Dear Mr. Eno:

"Your suggestion that a seat similar to a bicycle seat might be placed in the 'crowsnest' is a good one, and I will see about having one installed.

"I think I told you we were heating the tower by electricity. We also have a telephone in it which has been used to good advantage on more than one occasion.

(Signed) W. P. Rutledge,
Chief Inspector."

Subsequently several other crowsnests of the same type have been added in Detroit.

I believe that Rotary Traffic, aided by Traffic Crowsnests, at the important intersections is the scheme which will eventually be adopted in regulating traffic of Fifth Avenue in New York. The crowsnests should be located from four to five blocks apart, although one at every intersection would not be amiss.

Maximum Tire Mileage

NEARLY forty per cent. of the tires manufactured are junked before they deliver the maximum mileage built into them.

Poorly aligned wheels, caused by side pressure against curbs, cause tread wear after from one hundred to two hundred miles of running. One of the commonest abuses is underinflation, which causes fabric breaks. Every motorist should provide himself with an air gauge to test the pressure frequently.

Tread cuts are experienced by every motorist. It is impossible to avoid sharp stones or rutty roads, which pierce the tread and sometimes the fabric. For small cuts the best treatment is tire putty, while for the larger vulcanization should be done.

When an under-inflated tire strikes a sharp stone, the rubber gives, but the fabric does not. Perhaps several or all of the plies are punctured. The tire may not blow out at the time, but may later. To avoid along-the-road troubles and delay, outside protection and rim-cut patches should be part of every car's equipment.

As important as the casing, the tube should be given attention. When a new tube is placed in position, enough talc should be used so that it will not chafe and stick to the casing when heat is generated. Too much talc will harm the tube.

Chains that are adjusted too tight will tear the casing; they should be loose enough to creep. Storing a car where the tires will come into contact with oil should be avoided, for it has a deteriorating effect on rubber. Driving on car tracks is bad, as the burden of weight on a small portion of the tire will pull the tread loose.

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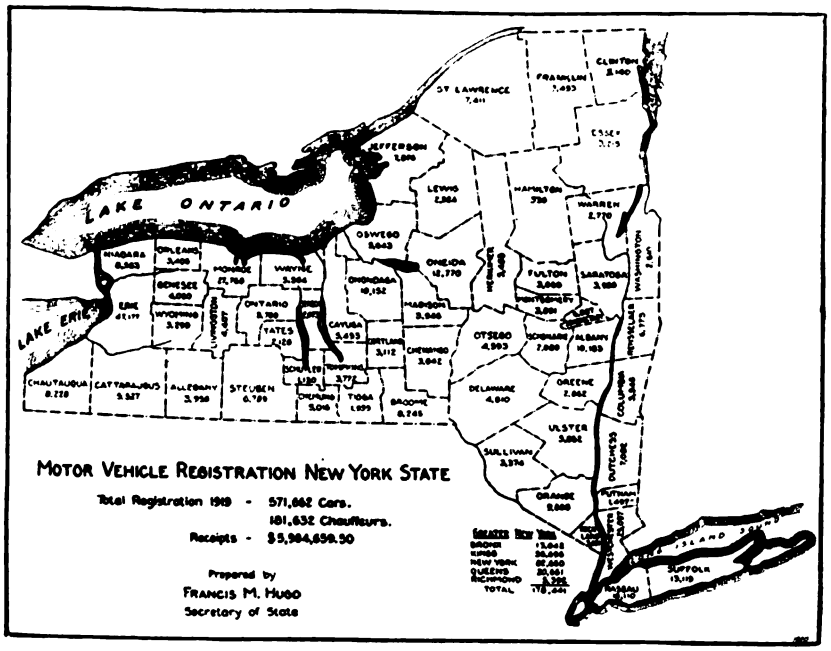
Registration Facts



New York State now has an automobile to every sixteen persons, taking the 1915 census figures as a basis for the computation. The official motor vehicle registration figures for last year, made public by Secretary of State Francis M. Hugo, show some very interesting comparisons to 1918. In its cars, New York State last year had an increase amounting to 23 per cent., or a growth from 463,758 to 571,662, an increase of 107,904 cars.

The following figures give the increase in various types of cars in New York State, as well as in dealers and chauffeurs during the past year:

	1918	1919	Increase	Per Cent.
Pleasure	365,874	446,593	80,719	22
Omnibus	18,105	22,572	4,467	24
Trucks	75,309	97,346	22,037	29
Trailers	2,218	2,470	252	11
Dealers	2,252	2,681	629	28
Total cars	463,758	571,662	107,904	23
Chauffeurs	147,756	181,632	33,876	23
Motorcycles	28,597	28,561	36 dec.	
Receipts	$4,945,297.50	$5,984,659.50	$1,039,362.00	

The year's registration figures also furnish an interesting comparison between New York City, from a motor vehicle standpoint, to the remainder of the State. Out of the total of 571,662 cars in the State, no less than 178,441 are owned and driven in New York City, and of that number 126,750 are pleasure cars, while commercials number 41,057. There were 820 dealers in New York City last year. Out of the 181,632 chauffeurs in the State last year, no less than 107,824 were in the metropolis.

The part which New York City motorists play in the receipts to Mr. Hugo's office from its motor vehicle end, is shown in the fact that $2,481,345.25 was paid over during the twelve months, the city receiving back, in accordance with the law, the sum of $1,137,622.31. The various counties of the State, which in accordance with the law, are permitted to use this refund for highway purposes, received back from Mr. Hugo, the sum of $1,678,531.48.

In some of the counties, automobiles are so plentiful that there is now one to every eight or nine persons, this being particularly true of Suffolk and Nassau counties. Mr. Hugo predicts a million cars in New York State within the next four years.

Hare's Motors to Sell Transportation

PRESIDENT EMLEN S. HARE summarizes the broad general program of Hare's Motors, which is an operating company that is going to control jointly the Locomobile, the Mercer and the Simplex Automobile Companies, in these words:

"Our organization is dedicated to a new principle of building. The purpose is to supply automotive passenger and freight transportation of the highest quality and to make this sort of transportation avaliable to the greatest possible number of users through quantity, engineering, production, distribution and maintenance methods, combined with maximum efficiency.

"We regard our business in the light of transportation service. The automobile industry is in reality a part of the transportation industry—the largest and most important industry in the world today. Automotive transportation has now become the greatest single factor of this industry. It is no longer sufficient to merely produce and sell motor cars and trucks. Today's demand is for transportation service, and this is what must be supplied.

"Each unit produced under Hare's Motors management must be designed to fill a definite field of automotive transportation; it must be manufactured by quantity efficiency methods to secure maximum production economy; it must be correctly applied in the field for which it was designed, through analysis of the individual transportation problems of that field; and it must be so maintained, not only as to mechanical efficiency, but also as to application efficiency, that it will continue to deliver the full measure of service for which it was designed, manufactured and applied.

"When that point is reached where the production of one more car or one more truck would entail the impairment in any degree of the quality of the product, that extra car shall not be made."

In the realm of quality cars, Mr. Hare points out, conditions and policies have been such as to restrict the output of the few factories devoted to this class of car to such modest numbers that only a small group of owners has been served. The constantly growing demand of the American public for merit in all products is reflected in the increasing call for the best in transportation. A greatly increased volume of the best automobiles produced under an efficient quality-quantity program therefore will find a market ready to absorb them for years to come.

In the entire motor car field, both

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passenger and freight, the manufacturer too often has imposed his will upon the buyer. He has carried his ideas of an automotive unit into realization, then placed them before the public. This, Mr. Hare says, is putting the cart before the horse. Real service is to be provided only by analyzing the requirements of the consumer, then building a unit suitable for his particular needs; and for the rendering of this service the skill of the combined engineering forces of the new allied companies is available. It is the aim of Hare's Motors to provide a unit for every transportation purpose.

The personnel of Hare's Motors will include:

President, Emlen S. Hare. Also president of the Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc. Formerly vice-president of Packard Motor Car Company of Detroit, and president of Packard Motor Car Company of New York.

Vice-president in charge of engineering development, H. D. Church, formerly chief engineer, truck division, Packard Motor Car Company, Detroit.

Vice-president in charge of production, O. E. Hunt, also vice-president of Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc. Formerly chief engineer, motor division, Packard Motor Car Company, Detroit.

Vice-president in charge of distribution, maintenance and advertising, Henry Lansdale. Formerly general carriage sales manager, Packard Motor Car Company, Detroit.

Vice president and consulting engineer, A. L. Riker, formerly vice president and chief engineer, the Locomobile Company of America.

Secretary and treasurer, F. R. Hickman, also secretary and treasurer of the Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc. Formerly treasurer of the Locomobile Company of America.

General distribution manager, E. A. Travis, formerly general sales manager, the Locomobile Company of America.

The result of this new arrangement already is expressed in activities tending to increase production with even higher quality. No secret is made that material increase of the output of both Locomobile and Mercer is assured for 1920. Mercer, in Trenton, is working to a schedule four times that of the greatest production year in its history. Similar effort prevails in the Locomobile Company's expanding plant in Bridgeport.

Definite assurance is given by Mr. Hare that the present models of both Locomobile and Mercer will be continued—an assurance of more than passing sentimentality to the lovers of the best the motor world has produced.

The best traditions of these cars will be preserved under the control of Hare's Motors. Increasing production, new units, and a constant adherence to the rule of the finest quality, promise to realize for this new enterprise a splendid eminence in world automobile manufacturing.

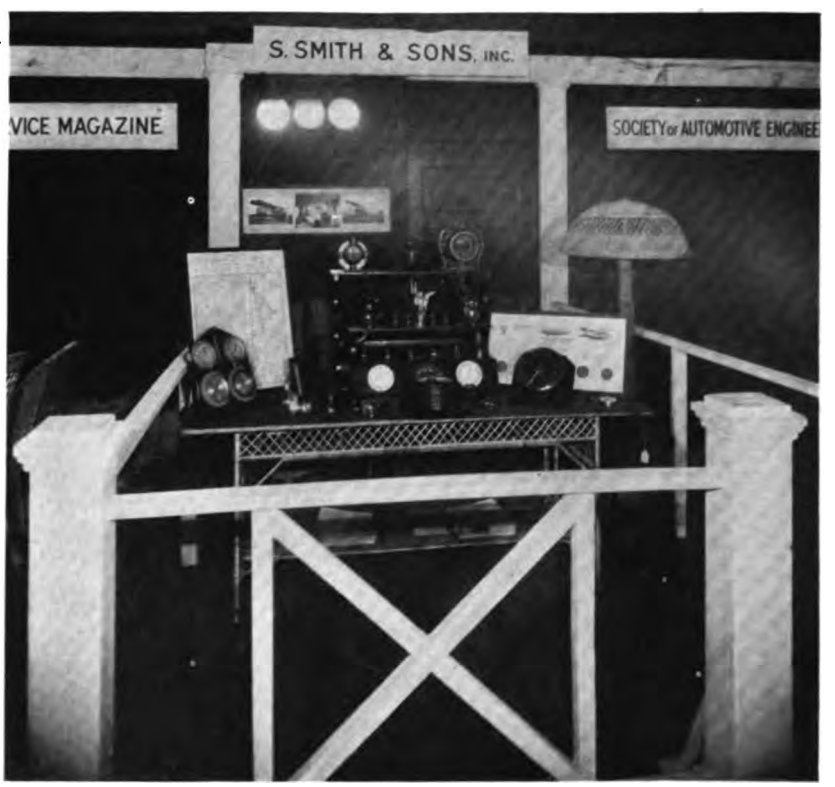
S. Smith & Sons, Inc., Enter America Again

AMONG the undoubted lessons taught motorists by wartime flying are the excessive-service limitations of various kinds of motor accessories. Spark plugs, for instance, which had to "make good" in actual fighting use, are very apt to give exceptional service in automobile motors.

In the display of S. Smith & Sons, Inc., at the New York Aero Show was seen a map from the London *Times* showing the route through the length of Africa taken on the flight from London to Cape Town under the auspices of the *Times*. On this flight, as well as on those to Australia, and the direct trans-Atlantic spins by the R-34 and the Alcock plane, K. L. G. plugs, the Smith instrument board and other devices and instruments made by the same company were used exclusively. These products are certified as having played a vital rôle in "non-stop" history.

The instrument board weighs only eight and one-half pounds, and carries six instruments to aid and protect the flyers; pitch and roll clinometers, clock with special, stop-watch-type dial to record time of trip, aneroid altimeter, air speed indicator and revolution indicator. These instruments, boards and other devices were used throughout the war by the British and Allied governments as standard, and K. L. G. plugs are now being widely adopted for automobile use as a result. The Smith exhibit included aero compasses and other navigational and motor accessories. The wristlet altimeter was one novelty seen there.

A very diverting feature consisted of amusing airmen's mascots now being used as radiator ornaments for planes and motor cars. One, a creation by the noted English artist, Hassall, is a quaint, human-like figure in silver or bronze, and porcelain with a movable cap and head, permitting a score of comical expressions. In each fist he holds a lever "All Set" for emergencies, and before him is his trusty propeller. Perched on an auto radiator, he serves the double purpose of ornamentation and smile-provoker.



S. SMITH AND SONS' EXHIBIT AT AERO SHOW

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The Conquest of Waste Places

Ernest McGaffey

IN the myriad changes which have been brought about by the invention of the motor car, and the accompanying building up of modern highway systems, none is more interesting than the change which has been wrought in the way of conquering the wilderness, and unveiling the mystery which has heretofore enveloped almost inaccessible parts of the country.

In the old Castilian days which marked the early history of Southern California, the mountains and the desert areas reigned supreme, because there were none to dispute their sway. It was a strange and a primitive era. Then, as now, the snows of the winter months, draping the peaks with fringes of purest white, vividly presented their contrast with the sunny valleys and the gray-green foothills, low sloping to the sea. Then, as now, the deserts stretched, forbidding and menacing, the glare of shimmering suns reflected from cactus and burnished sand dunes, and only a silence of desolation to frame the picture in.

The gay serape and sombrero of the superbly mounted Spanish cavalier; the plodding form of the peon beside his ox-cart; the rude appliances of husbandry and the dusty trails that skirted the valleys, all told, in varying pictures, of the inexorable grip with which mountain and desert ruled the drowsy environment. Skyward the peaks reared aloft, scarce viewed at close hand by even the eyes of a wandering hunter. Sealed to the vision of prying visitors were the deserts, secure in their peril to straying prospectors or the hardiest of explorers. Seaward leaped the mountain streams in winter, or trickled, the merest threads of silver, over their rocky beds in the summer months. Horizonward swung the black pinions of the sentinel buzzard, and higher yet the eagle circled. It was, indeed, the reflex of Nature in her ruggedest moods, the selfishness and the sovereignty of waste places.

GAVIOTA PASS, SOUTHERN CALIFORNIA

THE SERRA CROSS

Mt. Roubidoux, commanding a sweeping view of Riverside, Southern California

The breaking down of all these barriers, and the opening wide of the gates which led to the mysteries and marvels of these lonely cloisters was due solely to the introduction of the automobile into the problem of modern civilization. It is the greatest pathfinder of the universe—the prototype of that dauntless foreloper of other days of whom was written:

"He shall come back o'er his own track
And by his scarce cool camp,
There he shall meet the roaring street
The derrick, and the stamp;

And he shall blaze a Nation's ways
With hatchet and with brand,
Till by his last-won wilderness
An Empire's bulwarks stand."

Following closely in the wake of this great invention came the era of modern-built highways. These pierced the heart of mountain passes where railways were either impracticable, or impossible. They traversed deserts so savage and so forsaken that in such

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ACROSS THE DESERT SANDS, SOUTHERN CALIFORNIA

wilds death itself seemed dead. They brought men in close touch to the locked and hidden secrets guarded in the very temple of Isis herself, and compassed, in one herculean feat, with the aid of the motor-car, the conquest of waste places. And this combination of the automobile with present-day good roads has redeemed from obscurity and remoteness many of nature's greatest galleries of out-door paintings, which the mere mortal artist can only feebly attempt to copy. For Nature, after all, is the supreme artist, mixing her colors of sunrise and sunset on the palette of night and day, and laying these tints on canvases that stretch from seashore to sky-line.

IN THE MOUNTAIN COUNTRY, SAN DIEGO COUNTY, SOUTHERN CALIFORNIA

Supplementing the system of modern highways recently inaugurated, came partially improved roadways, which entered even the most rugged and heretofore unvisited regions; and these roads, under the State Highway Commission, became later on the regulation concrete highways, through a constantly increasing demand for the best type of thoroughfares. In this way, all through the Southern California counties, the good roads movement has been continually building and adding to its already wonderful network of highways in every conceivable direction. On the perfected roads unusual and elaborate safeguards have been erected at the sharp curves and dangerous portions of the highway, and all grades, curves, railway crossings, etc., are duly heralded by the warning and guiding sign-posts of the Automobile Club of Southern California. These signs are also set by the same organization on all roads, whether paved or unpaved highway, being conspicuously placed for the benefit of the traveling public. This system of sign-posting includes, as well, signs showing the way to the different cities and towns, and is, in its entirety, an accurate, up-to-date directory of the entire roadways of Southern California.

And thus through the advent of the automobile, and its corollary in modern progress, the concrete highway, a marvelous transformation has taken effect. The motor-car, like the Count of Monte Cristo, can say triumphantly, "the world is mine!" For in unfolding the panoramas of American scenery to the world, in emphasizing the necessity of seeing America first, and in lifting the curtain which hid so much that was of infinite and surpassing loveliness, it has proved itself the universal magician.

And in Southern California, where the white blossoms of yucca seem like floating snowflakes above the patient foothills; where the eucalyptus trees hang funereal plumes along the lonely canyons; where the sycamores paint autumnal spaces with russet and amber; where the cactus stains the barren sands of the desert with yellow and crimson flowers; where the wolf prowls, and the eagle hovers in cloudless space beyond, the automobile, more than any other influence or factor, has signalized, through its potent pioneering, the romance and the conquest of waste places.

Southern California Sign Posting

THE Automobile Club of Southern California announces that one of the undertakings of its road signing department for 1920 will be the maintenance of the marking system erected by that club in co-operation with the Lincoln Highway Association, along the Lincoln Highway from Ely, Nevada, to Omaha, Nebraska. This route, as well as the Midland Trail from Ely to Los Angeles, was clearly marked with permanent enamel steel signs in 1918. The policy of the club being to carefully maintain any marking system established, the entire route was carefully inspected during 1919, and this year new poles and markers will replace any damaged by the weather or by vandalism, and any upon which the mileage directions may have become inaccurate, due to a shortening or straightening of the route. This maintenance work will be entirely done at the expense of the Automobile Club of Southern California, and will be completed before the end of the year.

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A Reminder That May Be Timely

It is quite probable that your cars, that have been in service for half a year or more, will require some attention before being placed "in commission" again.

Shortness in mechanical lines, both in regard to labor and material, presupposes much delay in future work.

Therefore, we suggest the advisability of having an inspection by the Club's Repair Department, NOW, well in advance of the time you wish to use the car.

A report will be prepared for you, without charge, giving full details on the necessary work, the estimated cost, and the time required to complete.

The Automobile Club of America

New York

Circle 3000

Mechanical Repairs
Coachwork, Painting
and Upholstering

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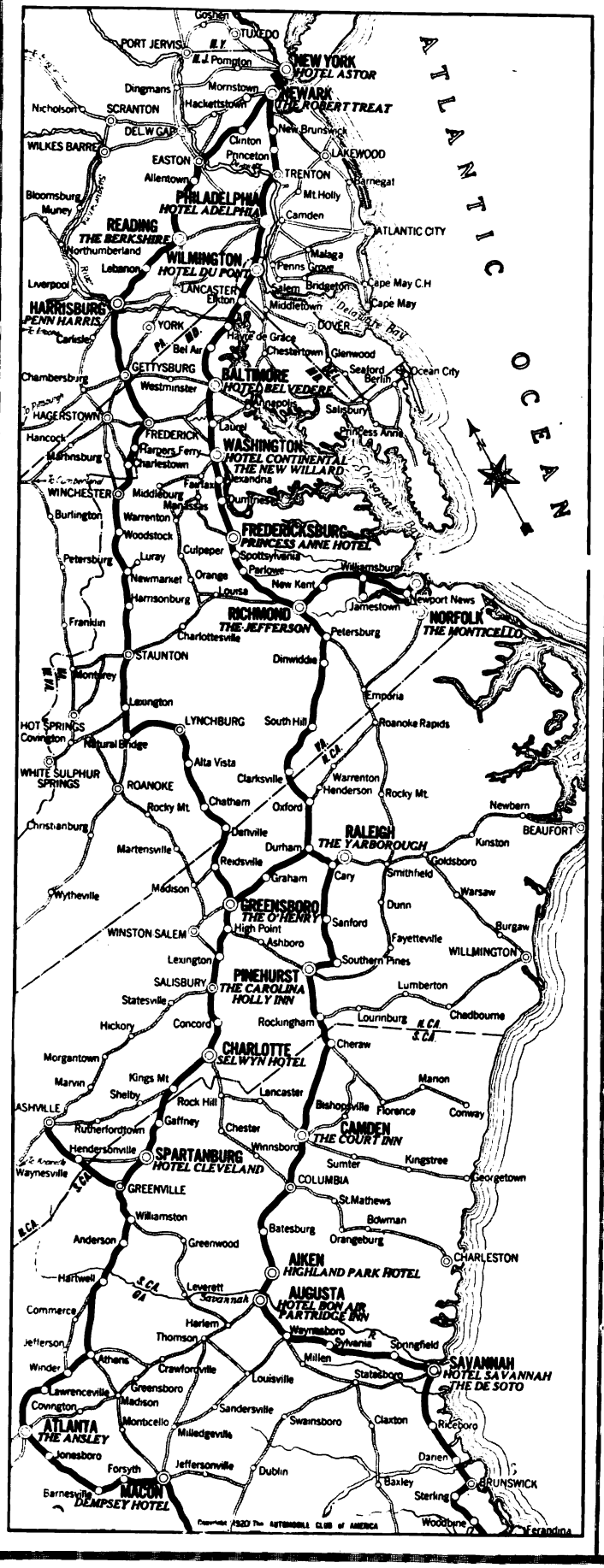
THE DIXIE TOUR



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Hotel Astor

Times Square, New York
Renowned Cuisine

F. A. Muschenheim — 1000 Rooms, 700 Baths

Newark's Magnificent New Hotel

The Robert Treat

Newark, N. J.

Charles A. Carrigan, Managing Director — 300 Rooms, 275 Baths

Hotel Adelphia

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Chestnut and Thirteenth Streets
Opposite Wanamaker's

Adelphia Hotel Company, David B. Provan, Managing Director — 400 Rooms, 400 Baths

Hotel Du Pont

Wilmington, Del.

"Splendid Accommodations for Automobilists"

E. S. Taite, Director

Hotel Belvedere

Baltimore, Md.

"Refined, Comfortable, Luxurious"

Chas. H. Consolvo, Pres. — John F. Letton, Manager

"Washington's Leading Hotel"

The New Willard

Washington, D. C.

Willard's Hotel Company — F. S. Hight, Presiden

Hotel Continental

Washington, D. C.

"Best for the Motorist"

. Chaffee, Manager — Opposite UNION STATION

(Continued on next page)

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Reading's Leading Hotel — Absolutely Fireproof

The Berkshire
Reading, Pa.

Peter Klein, Managing Director

Partridge Inn
Augusta, Ga.

A Beautiful, Homelike Hotel for Those Desiring the Best

The Penn Harris
Harrisburg, Pa.

Gateway to Shenandoah Valley Route

Horace L. Wiggins, Manager

The De Soto
Savannah, Ga.

An Ideal Winter Resort Catering to an Exclusive Clientele
18-Hole Golf Course

Joseph Hull, Owner — W. H. Barse, Manager

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Excellent Accommodations for Automobilists

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European Plan — Fireproof

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Savannah, Ga.

J. B. Pound, President — G. R. Benton, Manager

Every Comfort for the Tourist

The Jefferson
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300 Baths
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Excellent Eighteen-hole Golf Course

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European Plan
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Hotel Clarendon
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Located directly on the Beach
Excellent Motoring, Golf, Tennis, Bathing

E. L. Potter, Proprietor

The Court Inn
Camden, S. C.

Beautiful Location
Hunting, Fishing, Golfing

Caleb Ticknor & Son
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Berkshire Inn
Great Barrington, Mass.

Hotel Urmey
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Miami's Newest and Most Modern Hotel
Absolutely Fireproof

W. N. Urmey — F. O. Dunham

"The Center of Winter Outdoor Life in the South"

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Motoring, Tennis, Livery, Trapshooting

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Sleep in Safety on Biscayne Bay

All Rooms with Bath

The O. Henry Hotel
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Nothing Better on Dixie Tour

200 Rooms — 200 Baths

New and Modern — Fireproof

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All Rooms with Bath

W. P. Martin, Manager

Home of Motor Tourists, Modern in Every Particular

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Atlanta, Ga.

E. L. Potter, Managing Director — C. A. Creighton, Manager

Automobile Touring Bureau Furnishes Road Data

Hotel Dempsey
Macon, Ga.

The Tourist's Headquarters

C. A. Gonder, Manager — 300 Rooms with Baths

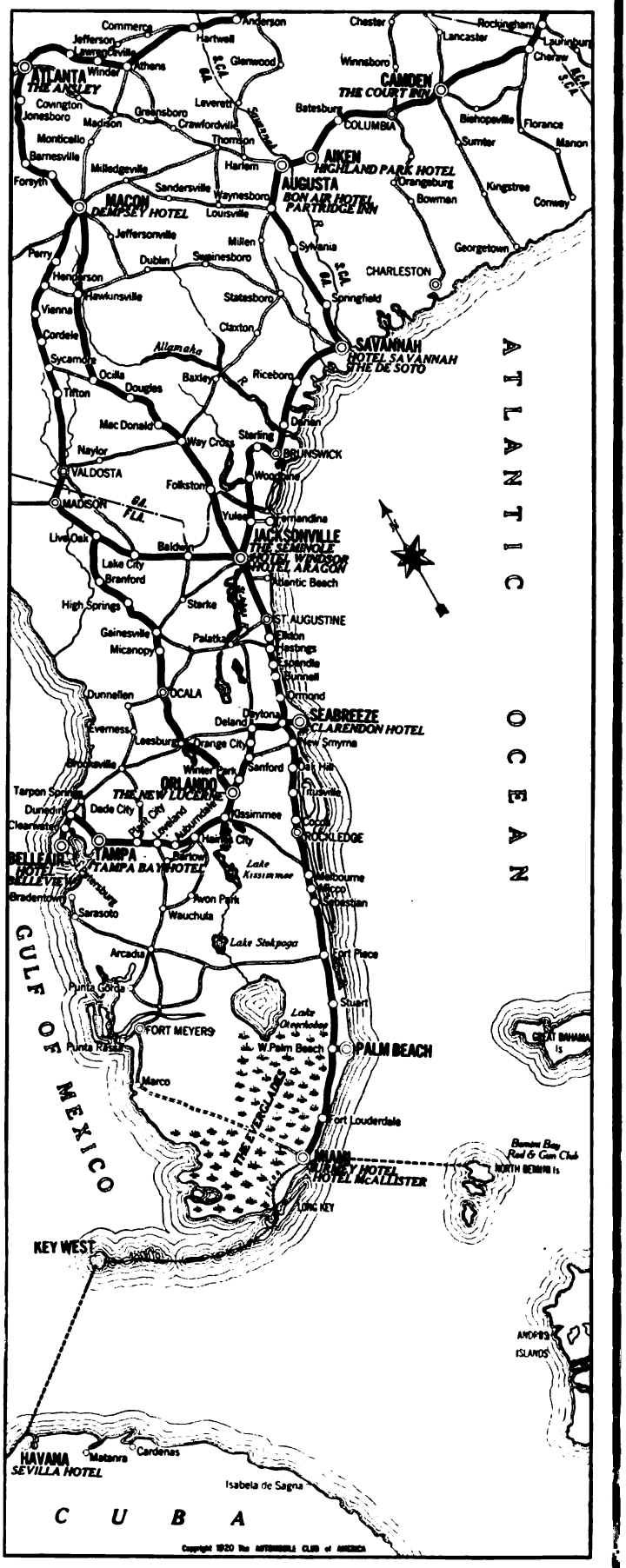
Hotel Belleview
Belleair, Fla.

H. D. Saxton, Manager
Same Management as Hotel Griswold, Eastern Point, Conn.

Sevilla Hotel
Havana, Cuba

Havana's Leading Hotel

THE DIXIE TOUR



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The CAPITOL TOUR

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The CAPITOL TOUR

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Hotel Astor
Wm. C. Muschenheim
The Plaza
Fred Sterry, Manager
The Biltmore
J. McE. Bowman

NEWARK
The Robert Treat
Chas. A. Carrigan

PHILADELPHIA
Hotel Adelphia
David B. Provan, Managing Director
The Bellevue-Stratford
Rittenhouse Hotel

WILMINGTON, Del.
Hotel DuPont
B. S. Taite, Director

BALTIMORE, Md.
Hotel Belvedere
J. F. Letton, Manager
The Stafford Hotel

WASHINGTON, D. C.
Congress Hall Hotel
Hotel Continental
A. W. Chaffee, Manager
Hotel Harrington
Hotel Powhatan
The New Ebbitt
Metropolitan Hotel
The Grafton
The New Willard
F. S. Hight, President
The Raleigh

FREDERICKSBURG, Va.
Princess Anne Hotel

RICHMOND, Va.
The Jefferson
O. F. Weisiger, Manager

FORTRESS MONROE, Va.
Hotel Chamberlin
George F. Adams, Manager

NORFOLK, Va.
The Monticello

LYNCHBURG, Va.
Hotel Carroll
The Virginian

WHITE SULPHUR SPRINGS, W. Va.
The Greenbrier
J. H. Slocum, Manager

HOT SPRINGS, Va.
The Homestead
C. S. Andersen

GROTTOES, Va.
The Grottoes of the Shenandoah

HARRISONBURG, Va.
The Kavanaugh

LURAY, Va.
Hotel Laurence

WINCHESTER, Va.
Hotel Jack

MARTINSBURG, W. Va.
Hotel Berkeley

HARPERS FERRY, W. Va.
Hilltop House

FREDERICK, Md.
New City Hotel

BEDFORD, Pa.
Bedford Springs Hotel

HARRISBURG, Pa.
Penn Harris Hotel

CUMBERLAND, Md.
Fort Cumberland Hotel

HAGERSTOWN, Md.
Hotel Hamilton

CHAMBERSBURG, Pa.
Hotel Washington

YORK, Pa.
Colonial Hotel

LANCASTER, Pa.
Stevens House

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For Sale and Exchange

Members of the Club may insert advertisements of this character without charge, in three consecutive issues of MOTOR TRAVEL. All inquiries should be addressed to the Secretary of The Automobile Club of America, 54th and 55th Streets, West of Broadway, New York City

246-A—1913 Alco, with Berline and touring bodies. Good repair, good tires, and a good bargain.

261-P.A.—Pierce-Arrow six-cylinder 48 H. P. 1911 touring car. Wind shield, extra curtains and tires, slip covers. Extra limousine body. Has always given satisfaction. Good bargain. Was in dead storage for a year and a half.

276-M—1915 Marmon limousine. Subject to demonstration.

277-M—Marmon touring car. In good repair. 48 H. P. 1915.

278-DB—Late model Delauney Belleville limousine, Brewster body. In good repair throughout.

279-S—Stearns Knight 40 H. P. six-cylinder special Sedan body by Blue Ribbon Company. Wire wheels, painted grey. All in excellent repair.

280-B—Sedan body, built for 1917 Fiat. Springfield make.

282-DB—Delauney Belleville, Brewster brougham body, just finished. Like new.

283-K—1916 Kissel Kar demountable limousine, six-cylinder engine, recently overhauled. Wire wheels, excellent cord tires.

284-W. A. S.—A complete set of Westinghouse Air Springs, with arms, rods and pins for Pierce Arrow car.

285-C—Cadillac Roadster, run about 10,000 miles. In good mechanical repair.

286-S—1916 Stutz, five-seat touring body. Newly painted light brown and black. Newly repaired and in good condition.

287-N—1916 National Touring, with extra winter top. Motor recently overhauled.

288-S—Stutz four-passenger touring. Wire wheels, two extra. Run less than 10,000 miles.

289-B—1916 Buick Coupe. Little Six.

290-C—Cadillac Landaulet, late model. Good mechanical condition. Recently overhauled.

291-P—1919 Peerless Sedan. Run about 6,000 miles. Mechanical, coach and tires are in good order.

292-P—1917 Packard Touring, in excellent repair throughout.

293-L—Lozier limousine; 1917 model; 36 H. P.; in good condition. Can be seen by appointment.

294-WK—1919 Willys-Knight Sedan. Just overhauled and painted by Willys-Knight Company. Equipped with wire wheels, including two extra ones. Tires in good condition. Very reasonable.

295-PA—1912 seven-passenger 48 H. P. Pierce-Arrow touring car. Subject to demonstration.

296-W—1916 48 H. P. Winton touring. Victoria top. Good equipment, good mechanically, fine appearance.

297-B—1916 Model 55 Buick touring. Recently done over.

298-SD—Stevens-Duryea touring car, Model DD. Equipped with Westinghouse air springs, in good condition. Good bargain. Subject to demonstration.

We also have a dozen good cars, touring, closed, or with both touring and closed bodies, ranging in price from $250 to $1,000, suitable for emergency work, station bodies or light trucking bodies.

The REPAIR DEPARTMENT of the Club provides a complete service for members

MECHANICAL REPAIRING of every character from the smallest adjustment to complete overhauling, also COACH WORK, PAINTING and UPHOLSTERY

When YOUR CAR needs attention again, it will be to your advantage to have an inspection made by the Club and an estimate of cost prepared, for which no charge is made.

Repair Department

The Automobile Club of America
Circle 3000

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CONCERNING LIABILITY INSURANCE

Do You Realize:

Twice as much does not cost
much more than half as much

Phone

The Club Insurance Department

John 4290 and Ask for Mr. Morse

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THE GLEN SPRINGS

ON SENECA LAKE
OPEN ALL YEAR

WATKINS, N. Y.

WM. E. LEFFINGWELL.
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A MINERAL SPRINGS HEALTH RESORT AND HOTEL

The Pioneer American "Cure" for Heart Disorders

The only place in this country where the Nauheim Baths for Heart and Ciroulatory Disorders are given with a Natural Caloium Chlorlde Brine

The baths and other therapeutic measures are given under the direction of physicians and are particularly adapted to Heart Disease; Circulatory, Kidney, Nutritional and Nervous Disorders; Rheumatism, Gout and Obesity.

A POPULAR OBJECTIVE FOR MOTORISTS

The Glen Springs is a natural objective for motorists who are seeking beautiful scenery, and at the same time appreciate good roads and excellent hotel accommodations. Situated on the hills overlooking Seneca Lake, in a private park of 200 acres, with several miles of beautiful walks and drives. Watkins Glen, owned and maintained by the State of New York, is five minutes walk from the hotel.

The Glen Springs is on the shortest and most scenic route between the Great Lakes and the Hudson. On the Empire Tours, the Scenic Tour, and the Finger Lakes Tour. Over 800 miles of improved State highways radiate throughout the Finger Lake Country.

Attractive and well kept golf course. Tennis and other out-door sports.

Write for Illustrated Booklets, Road Guides, Maps, Rates, Reservations, etc.

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A TIRE of unique value to motorists is the 'ROYAL CORD.' Never before have the tire makers' art and scientific skill been so wonderfully blended as in the manufacture of this "Monarch of Cord Tires."

Battleship grey sidewalls, black tread, and the contrasty white stripe identify the tire you see on the finest motors in the world.

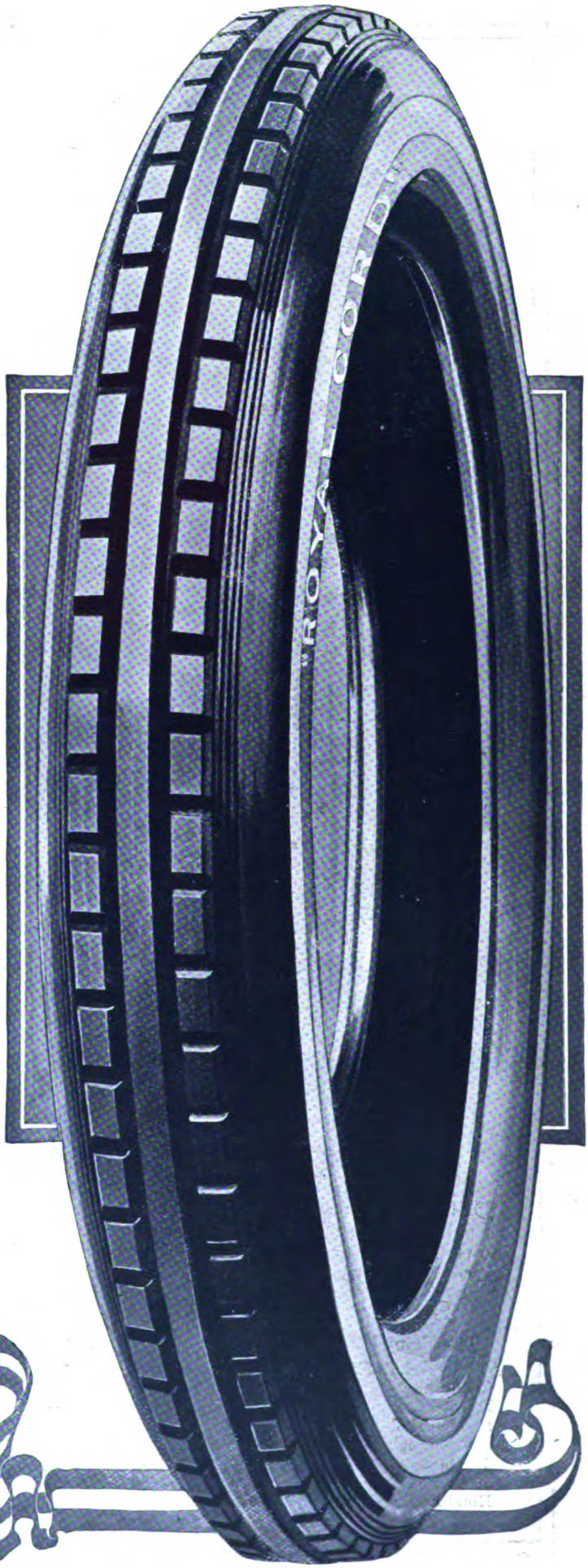
Along with beauty of line—'ROYAL CORDS' offer twice the mileage of the ordinary fabric tires.

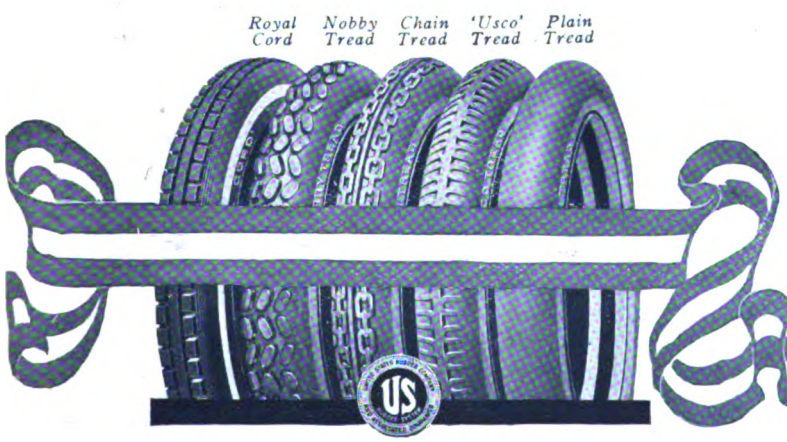
In the big UNITED STATES line, you will find a tire to suit your every motoring need.

United States Tires are Good Tires

Also Tires for Motor Trucks, Motorcycles, Bicycles and Airplanes.

United States Tubes and Tire Accessories Have All the Sterling Worth and Wear That Make United States Tires Supreme.





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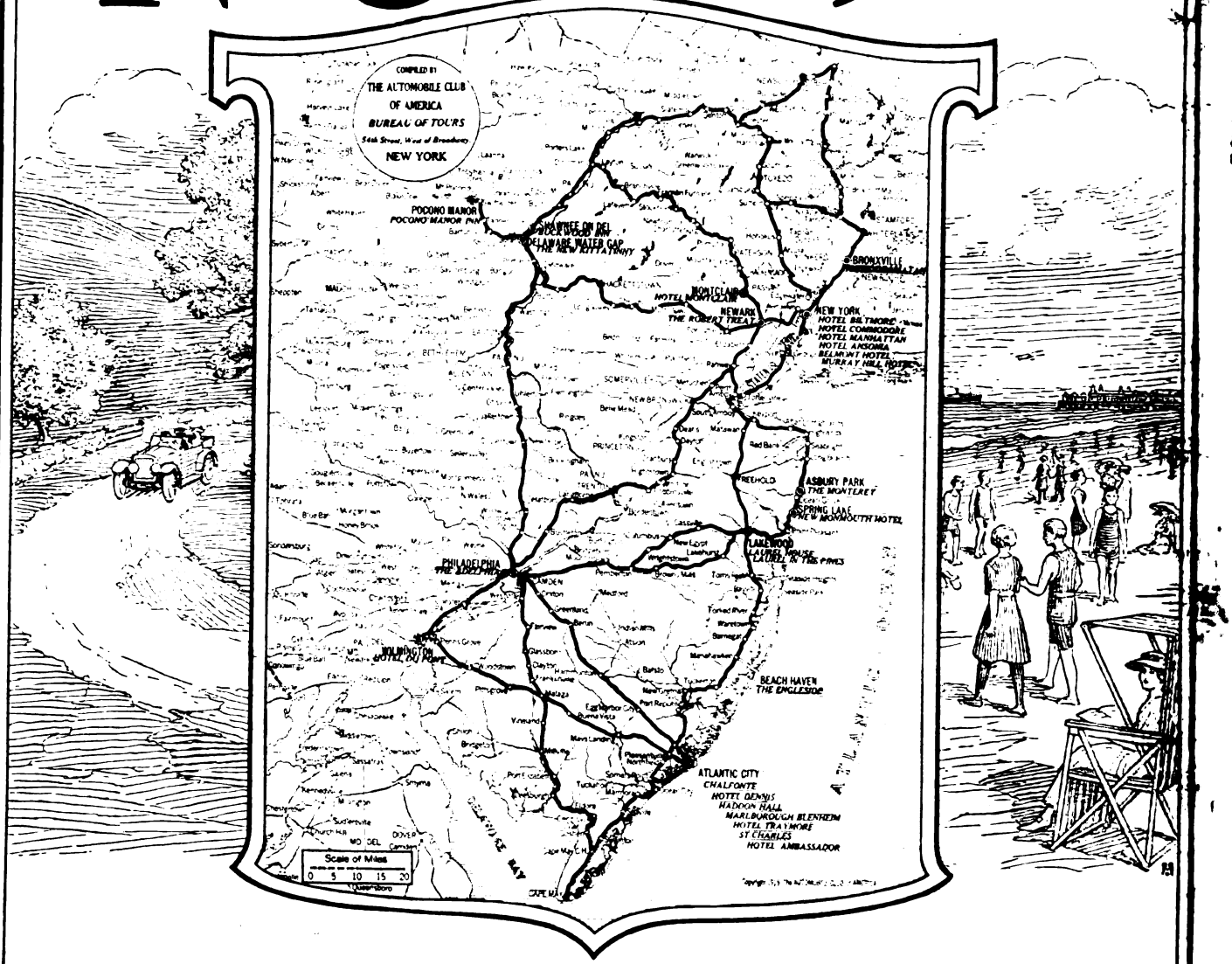
The NEW JERSEY TOUR
A Road of Never Ending Delight



PERFECT roads — perfect scenery — perfect accommodations. What more could the heart of the motorists desire? And all within the confines or along the border of the State of New Jersey, nowhere more than ninety miles from New York or Philadelphia, yet offering a variety of beautiful surroundings that has no equal in the whole of this vast continent.

See nature's choicest beauties in close proximity to the most wonderful work of man.

The Famed Resorts En-Route and their Recommended Hotels:

ATLANTIC CITY, N. J.
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BRONXVILLE, N. Y.
Hotel Gramatan

DEL. WATER GAP, PA.
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LAKEWOOD, N. J.
Laurel House
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MONTCLAIR, N. J.
Hotel Montclair

NEWARK, N. J.
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NEW YORK, N. Y.
The Biltmore
The Commodore
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Hotel Ansonia
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New Monmouth

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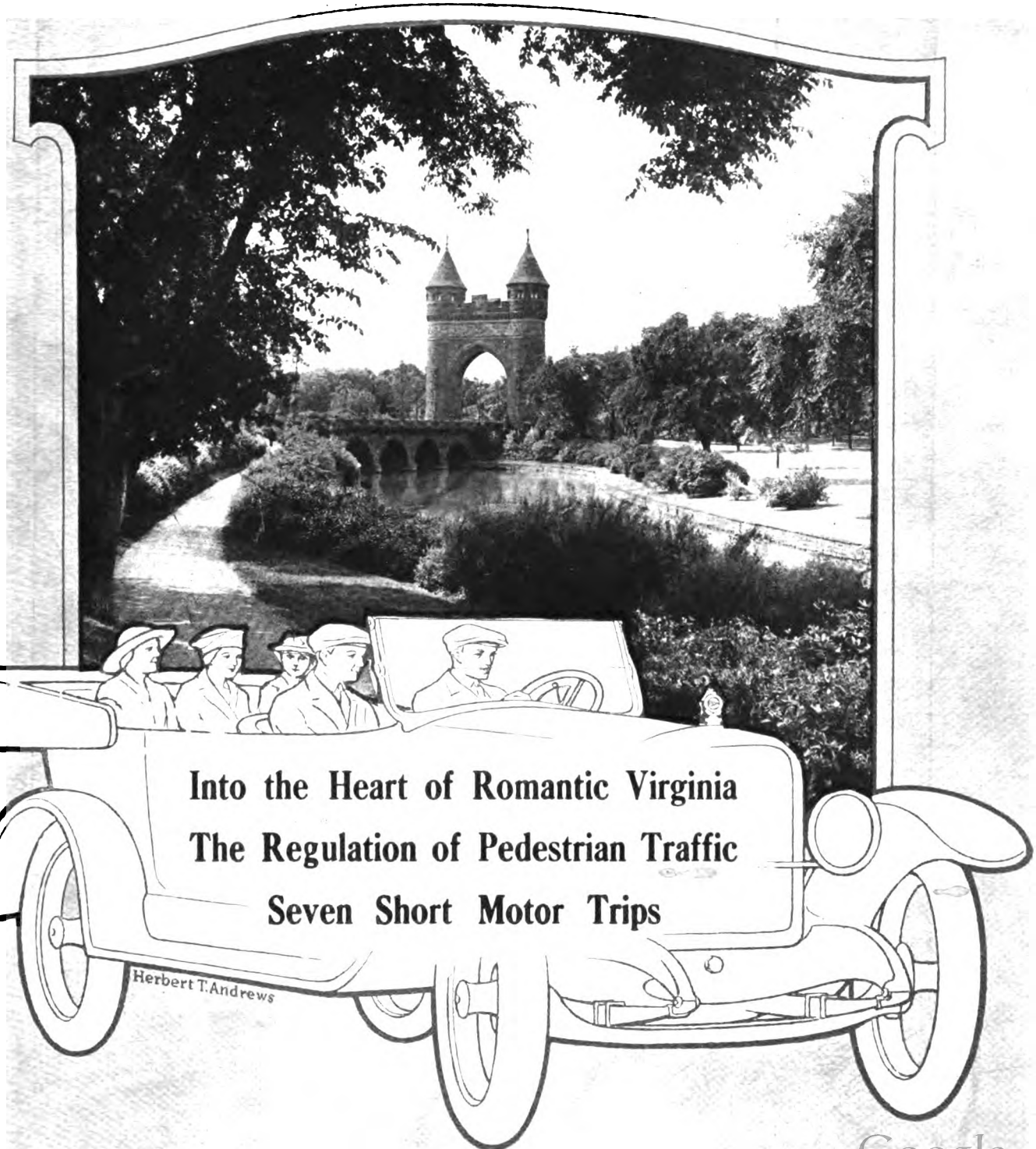
Vol. XI, No. 3 JUNE, 1919 Price, 20 Cen

MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS



Into the Heart of Romantic Virginia

The Regulation of Pedestrian Traffic

Seven Short Motor Trips

THE AUTOMOBILE CLUB OF AMERICA, NEW YORK CITY, PUBLISHE

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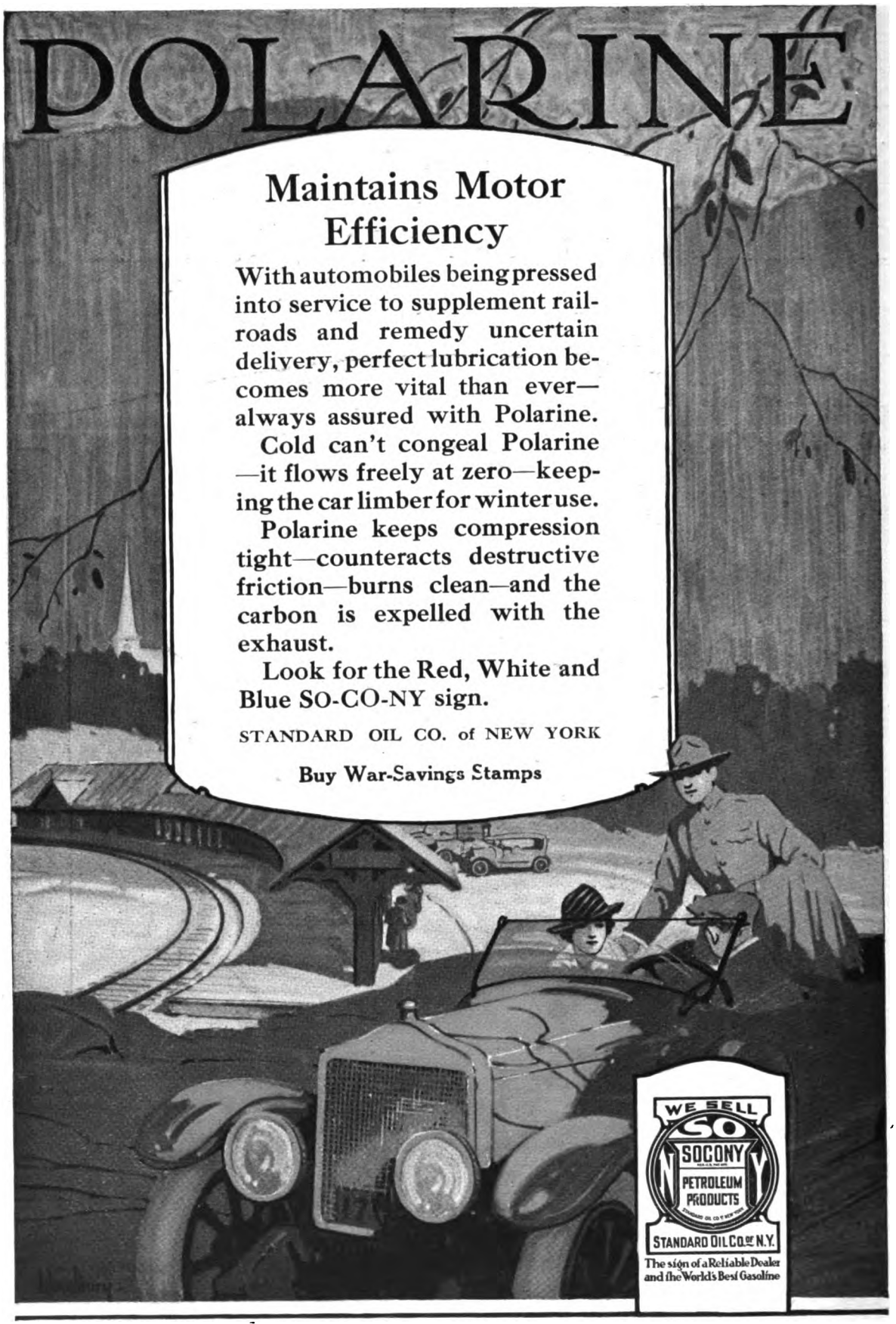
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Maintains Motor Efficiency
With automobiles being pressed into service to supplement railroads and remedy uncertain delivery, perfect lubrication becomes more vital than ever—always assured with Polarine.
Cold can't congeal Polarine—it flows freely at zero—keeping the car limber for winter use.
Polarine keeps compression tight—counteracts destructive friction—burns clean—and the carbon is expelled with the exhaust.
Look for the Red, White and Blue SO-CO-NY sign.
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Buy War-Savings Stamps
WE SELL
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The sign of a Reliable Dealer and the World's Best Gasoline

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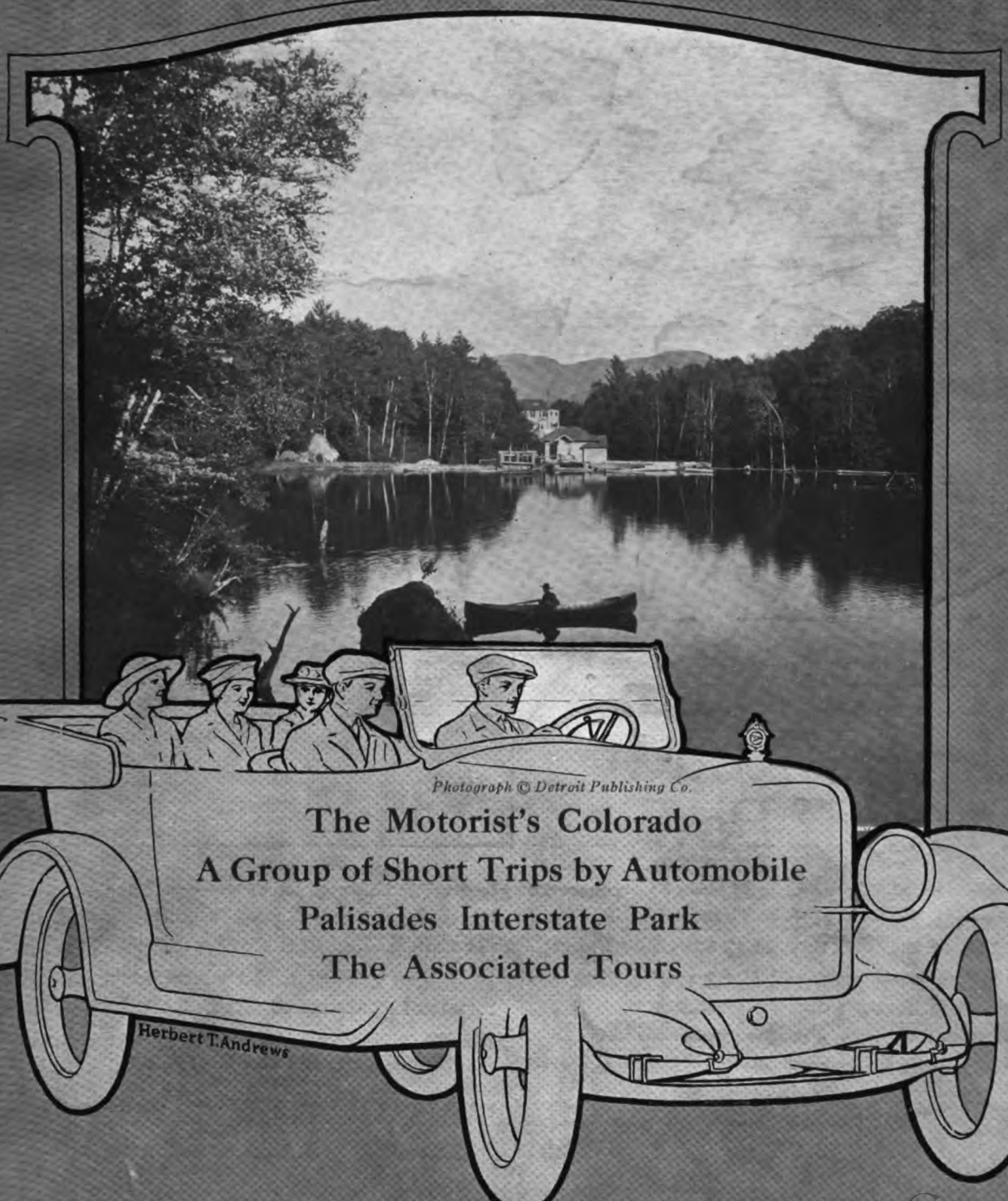

Photograph © Detroit Publishing Co.

The Motorist's Colorado

A Group of Short Trips by Automobile

Palisades Interstate Park

The Associated Tours

Herbert T. Andrews

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Perfect Timing and a Steady Flow of Power

The charm of motoring depends largely on smooth engine operation—a steady flow of power and instant response whether at top speed or loafing.

Polarine keeps compression tight under high engine heat and heavy pressure—assures maximum power at every stroke. Protects camshaft bearings and valve-timing mechanism from wear, and working with the precise accuracy that gives an engine its full range of power under instant control. Keeps oil, fuel and repair bills small.

Polarine Gear Oil for your transmission and differential gears saves wear and keeps gears quiet

For sale by garages and dealers everywhere—wherever you see the red, white and blue So-CO-ny Sign.

STANDARD OIL COMPANY OF NEW YORK

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[illegible], No. 5 AUGUST, 1919 Price, 20 Cents

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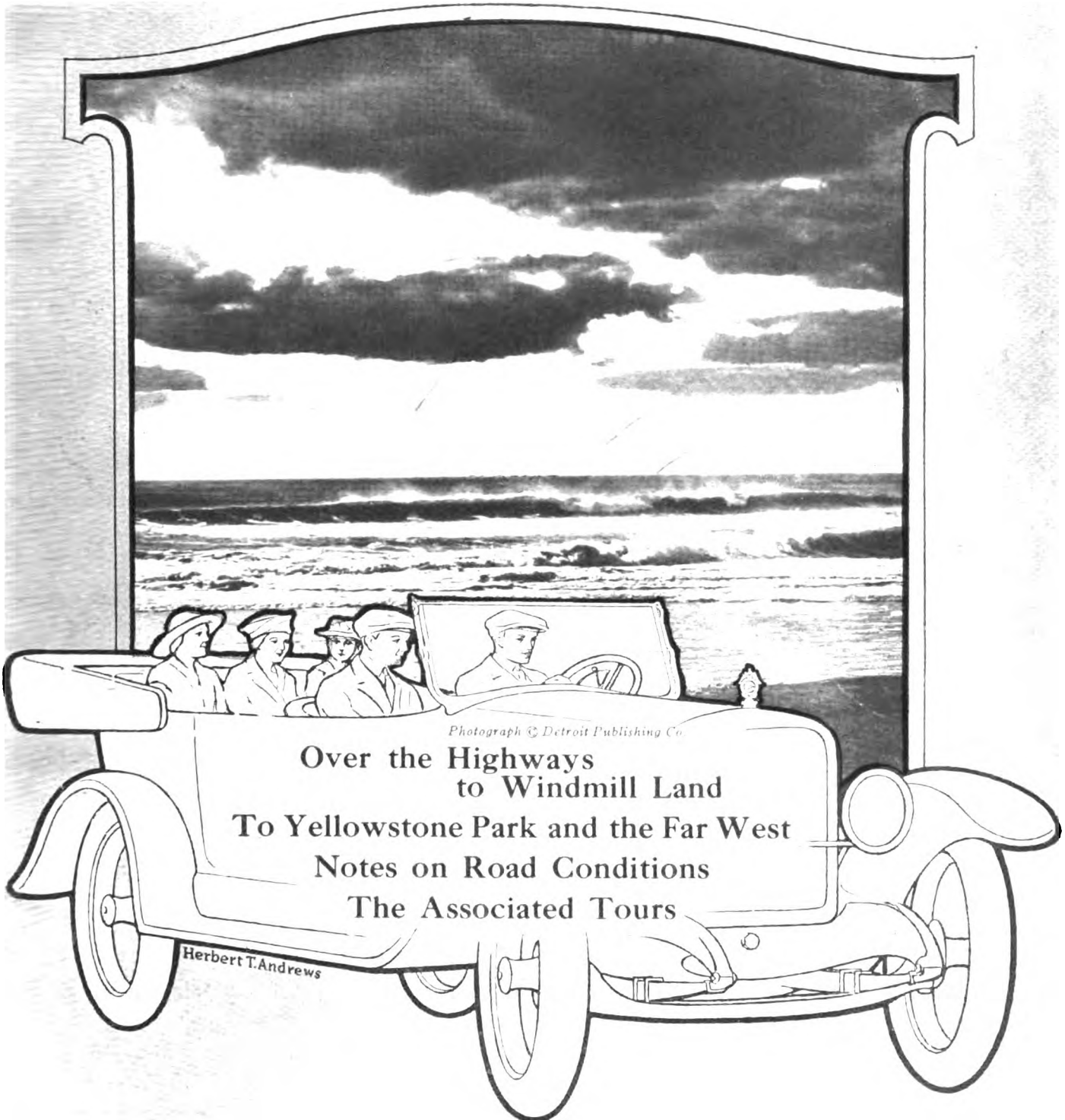

Over the Highways to Windmill Land

To Yellowstone Park and the Far West

Notes on Road Conditions

The Associated Tours

THE AUTOMOBILE CLUB OF AMERICA, NEW YORK CITY, PUBLISHER

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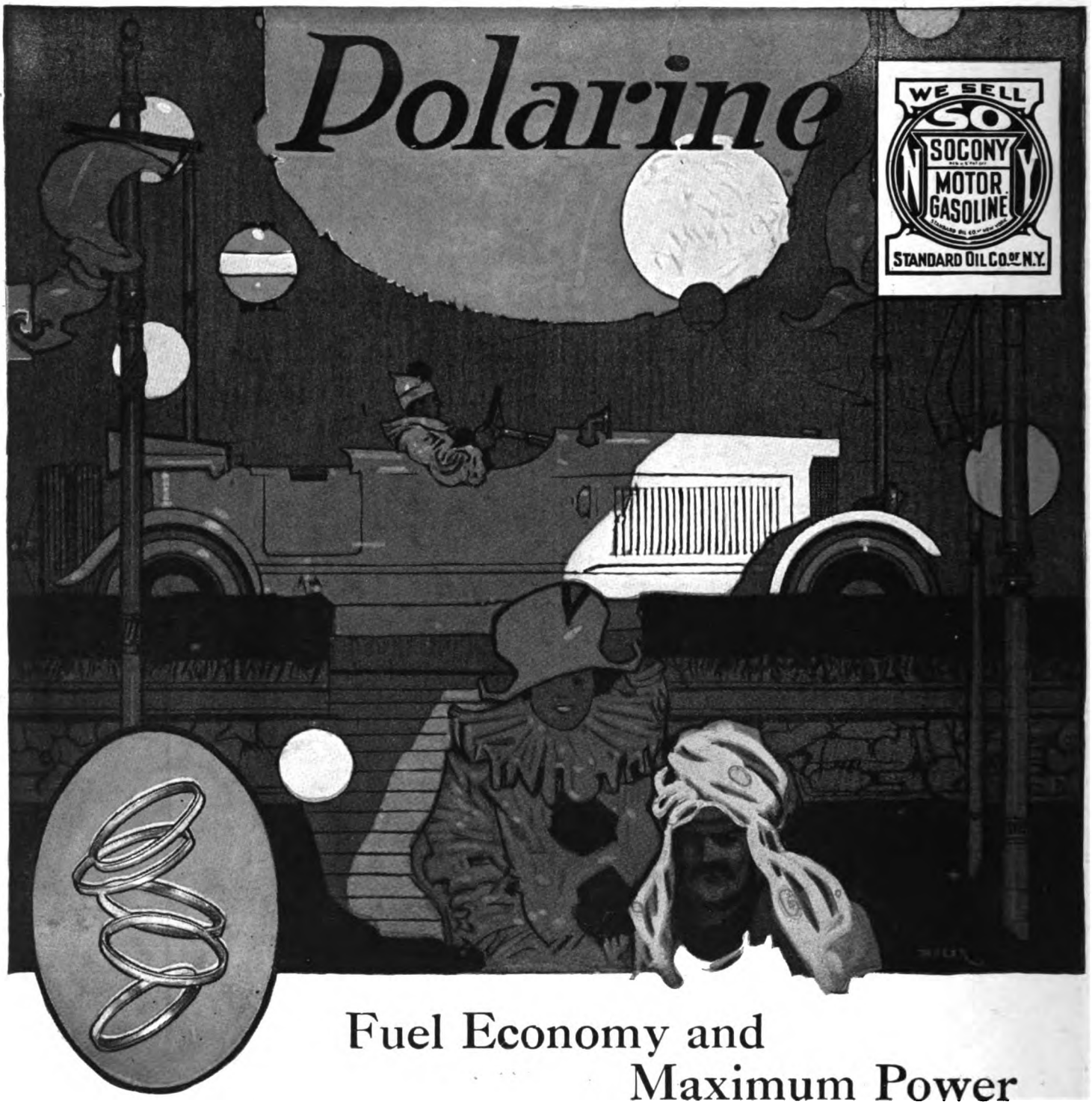

Fuel Economy and Maximum Power

When the piston rings fit properly and **Polarine** keeps a tight seal between them and the cylinder walls, your car is spry and powerful. No fuel or power shoots past the piston rings. You get all the usable power out of every gallon of gasoline you buy.

Polarine insures the correct lubrication of crankshaft and camshaft bearings. Insures full compression because it does not break down and run thin at high cylinder heat and pressure. Keeps the engine free from excessive carbon—removes the necessity for frequent overhauling and repairs.

Polarine Gear Oil keeps transmission and differential gears properly lubricated and operating quietly with a minimum of wear.

Sold by garages and dealers everywhere—wherever you see the red, white and blue So-CO-ny Sign.

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Vol. XI, No. 6 SEPTEMBER, 1919 Price, 20 Cents

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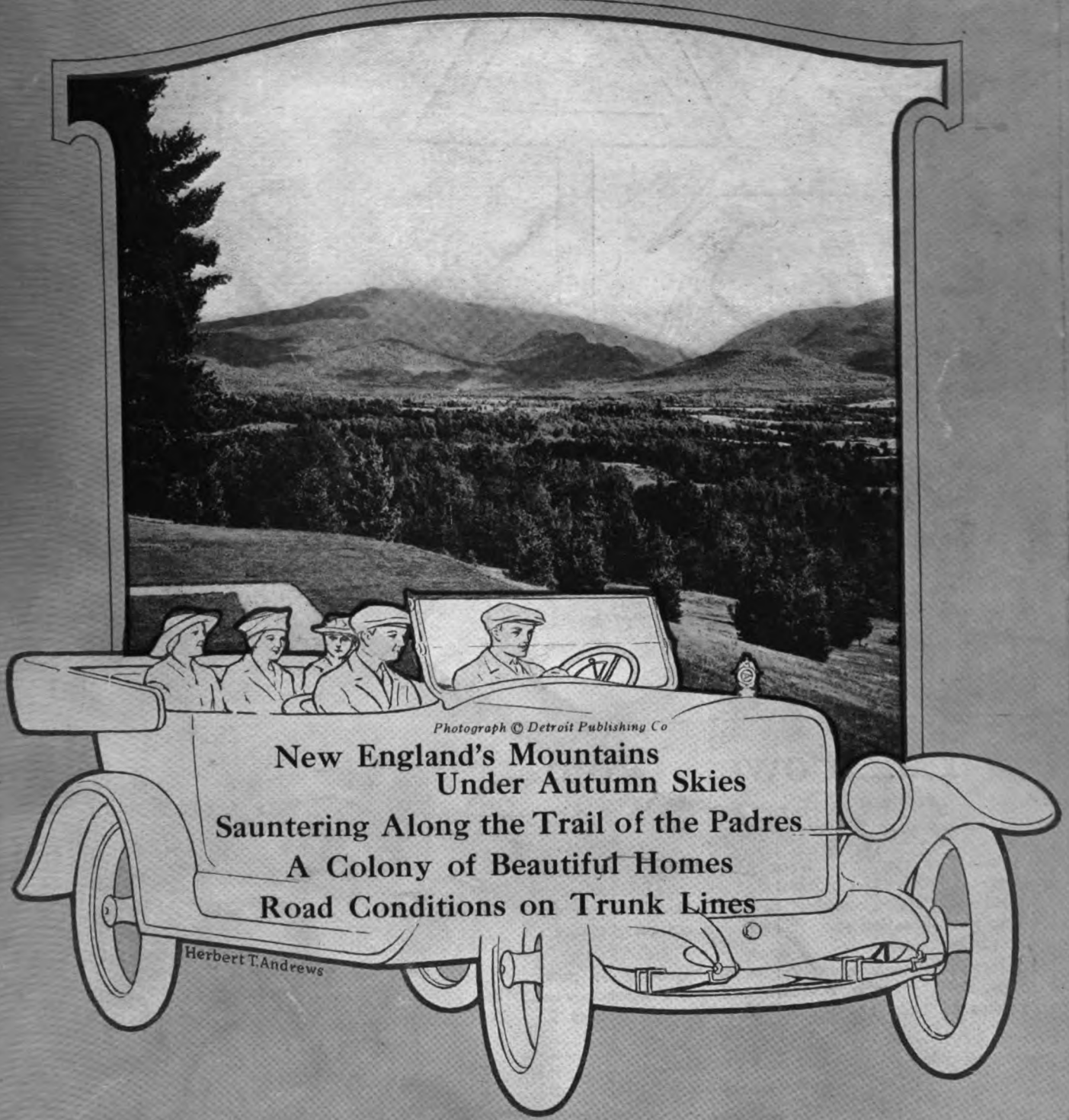

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New England's Mountains Under Autumn Skies

Sauntering Along the Trail of the Padres

A Colony of Beautiful Homes

Road Conditions on Trunk Lines

Herbert T. Andrews

THE AUTOMOBILE CLUB OF AMERICA, NEW YORK CITY, PUBLISHER

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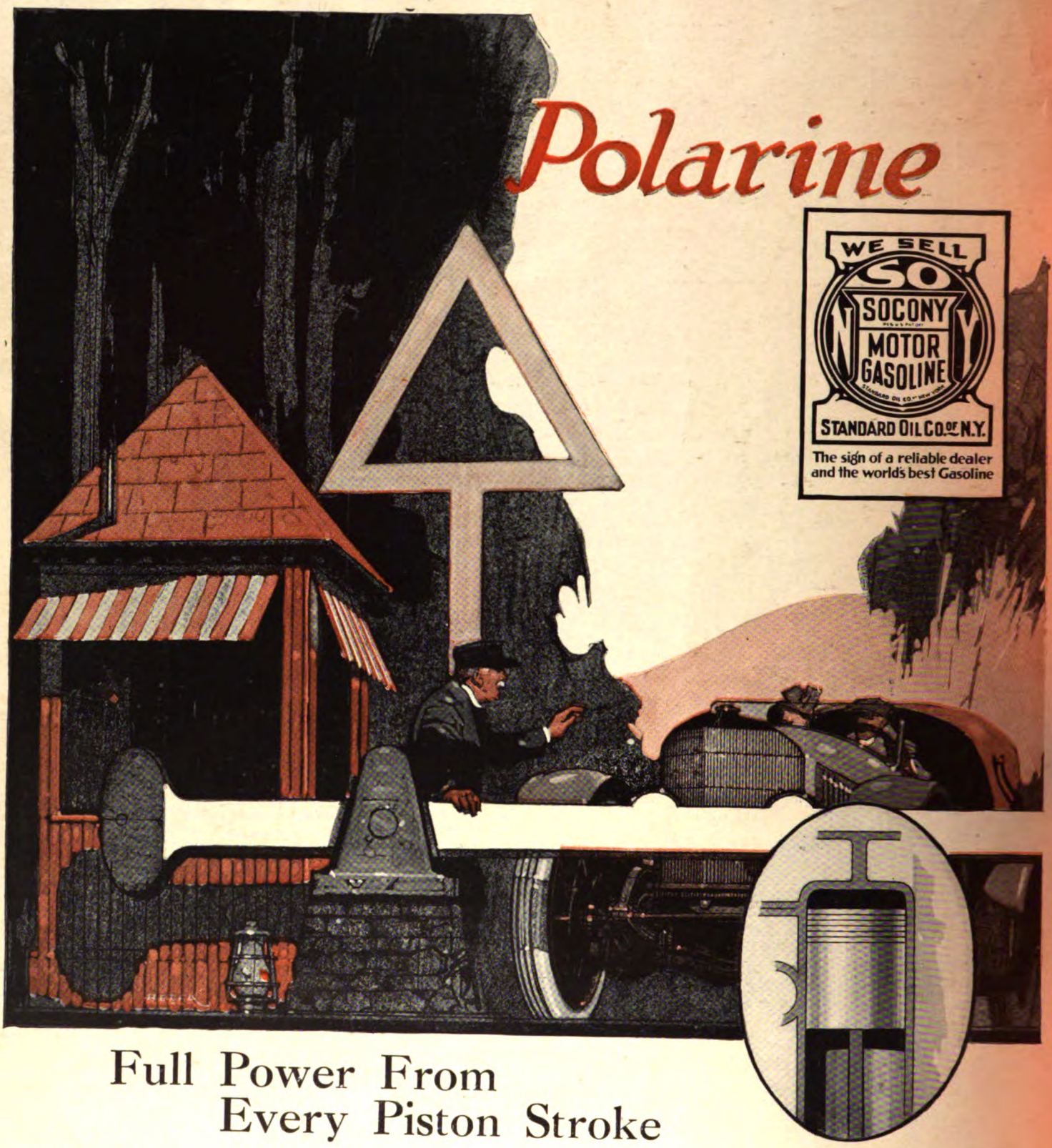

Full Power From Every Piston Stroke

Cylinder walls as smooth as glass—snug fitting piston rings—and a film of **Polarine** that prevents fuel and power waste—that's the combination that insures full compression, smooth action and full power from every stroke of the piston.

Polarine protects every engine part Cushions piston rings, cylinder walls, bearings and gears against wear. Retains its body at high cylinder heat and assures full compression and power. Flows freely at all temperatures. Burns up with a minimum of carbon deposit. Keeps the engine powerful and minimizes oil, fuel and repair bills

Polarine Gear Oil keeps transmission and differential gears running quietly—keeps wear at a minimum.

Sold by garages and dealers everywhere—wherever you see the red, white and blue So-CO-ny Sign.

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MOTOR TRAVEL

A MAGAZINE FOR AUTOMOBILE OWNERS

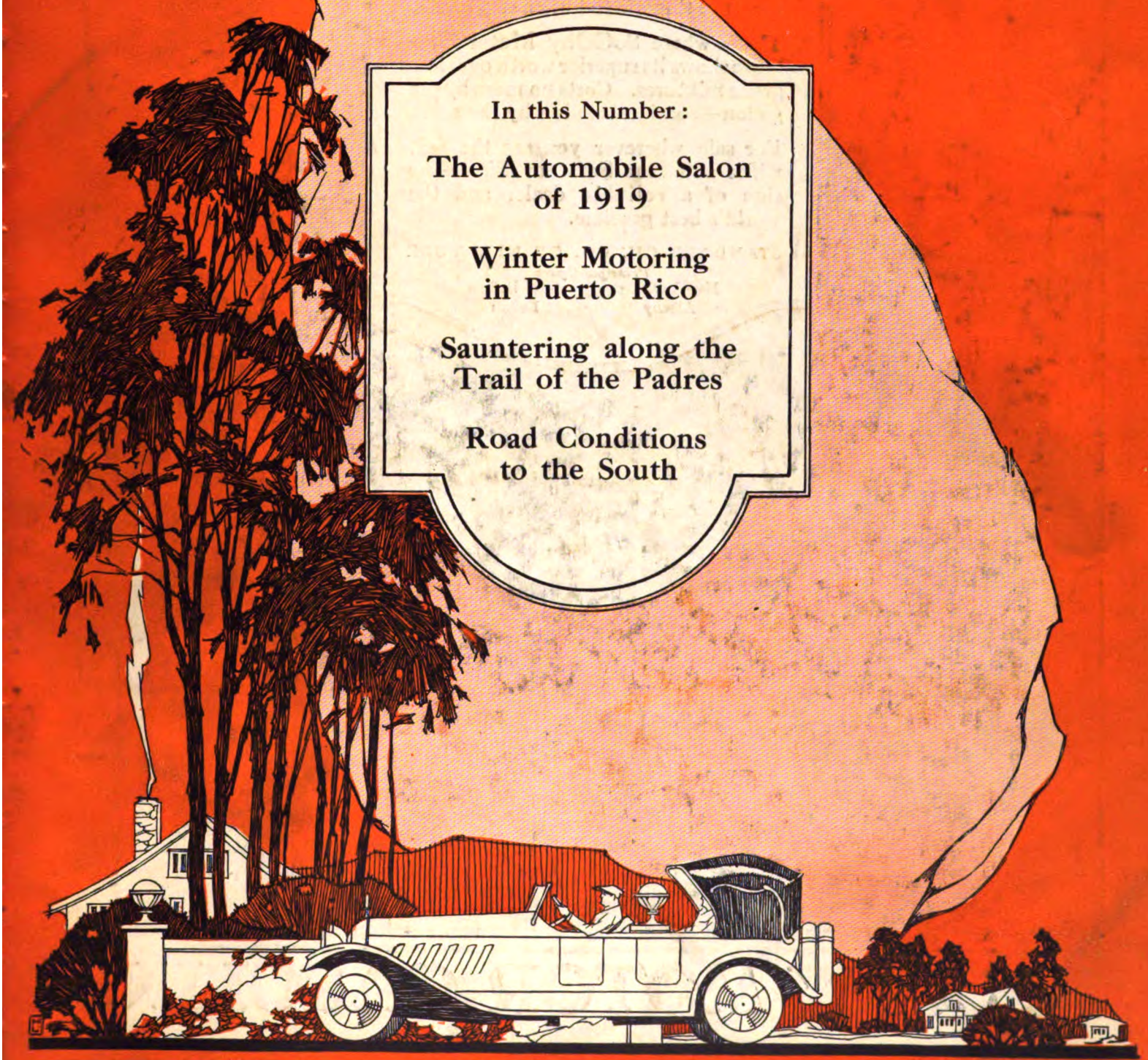
In this Number:

The Automobile Salon of 1919

Winter Motoring in Puerto Rico

Sauntering along the Trail of the Padres

Road Conditions to the South



THE AUTOMOBILE CLUB OF AMERICA, NEW YORK CITY, PUBLISHER

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POWERFUL
Wherever you get SoCOny Motor Gasoline you are sure of a carefully standardized, clean and uniformly reliable fuel.
Every drop has the same powerful "kick" that you want and expect—when you spin the engine to start, step on the accelerator to speed it up or open the throttle to buck a stiff grade.
That's where SoCOny Motor Gasoline shows its superior worth over low grade mixtures. Costs no more by the gallon—considerable less by the mile.
For sale wherever you see the red, white and blue SoCOny Sign—the sign of a reliable dealer and the world's best gasoline.
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STANDARD OIL CO. OF N.Y.
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Vol. XI, No. 10 JANUARY, 1920 Price, 20 Cents

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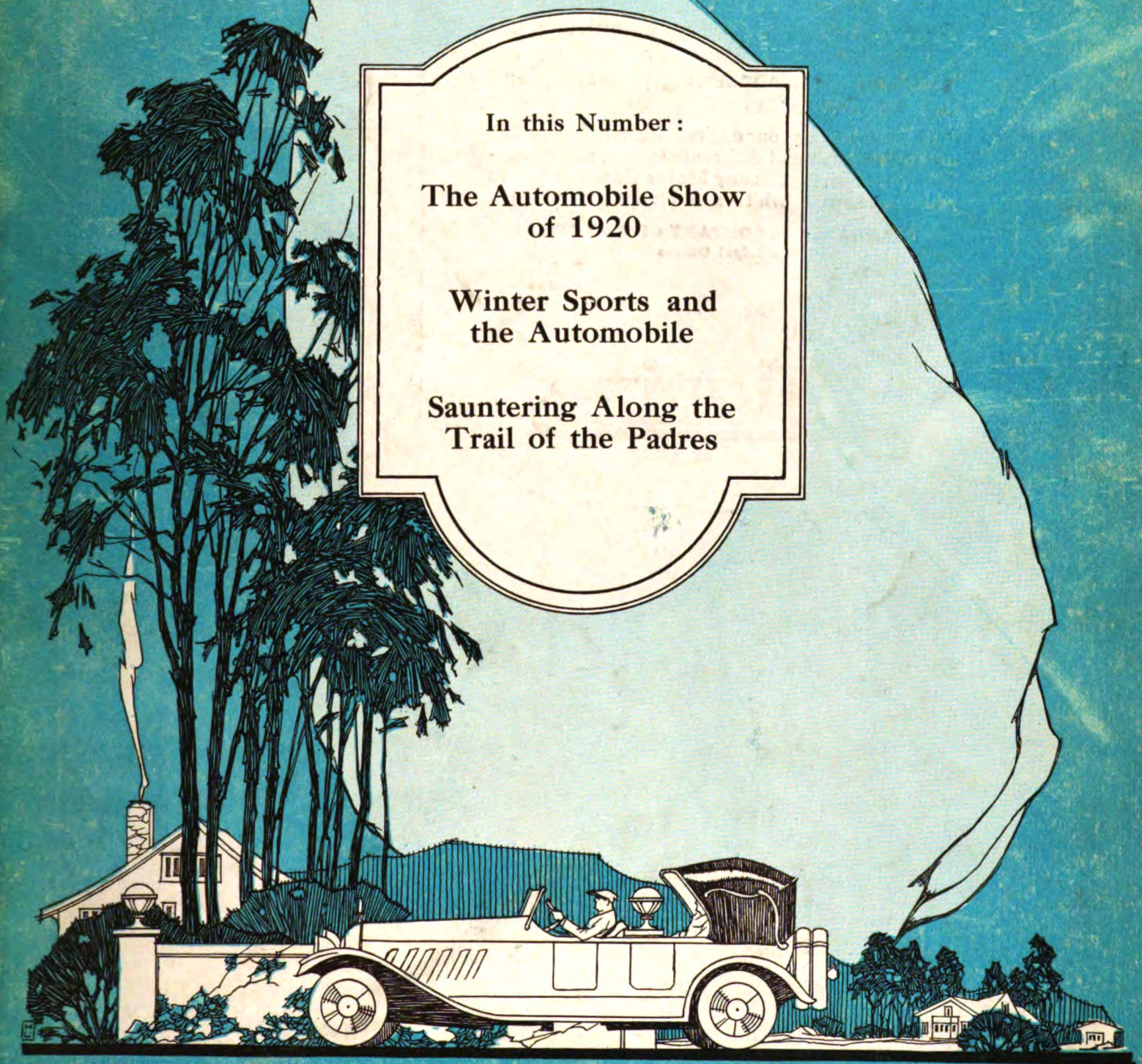
A MAGAZINE FOR AUTOMOBILE OWNERS

In this Number:

The Automobile Show of 1920

Winter Sports and the Automobile

Sauntering Along the Trail of the Padres



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When the going is hard and the engine heats up, Polarine does not run thin and break down. It keeps compression tight and the engine gets every ounce of power out of the gasoline.

Polarine reduces friction to a minimum and lessens the strain on the starting battery. It keeps bearings and engaging parts snug-fitting and operating easily and quietly without racking vibration. Protects against wear and makes motoring pleasanter and less expensive.

Buy **Polarine** for your engine. **Polarine Gear Oil** for transmission and differential gears, and powerfull, clean-burning **Socony Motor Gasoline** where you see the red, white and blue **Socony Sign.**

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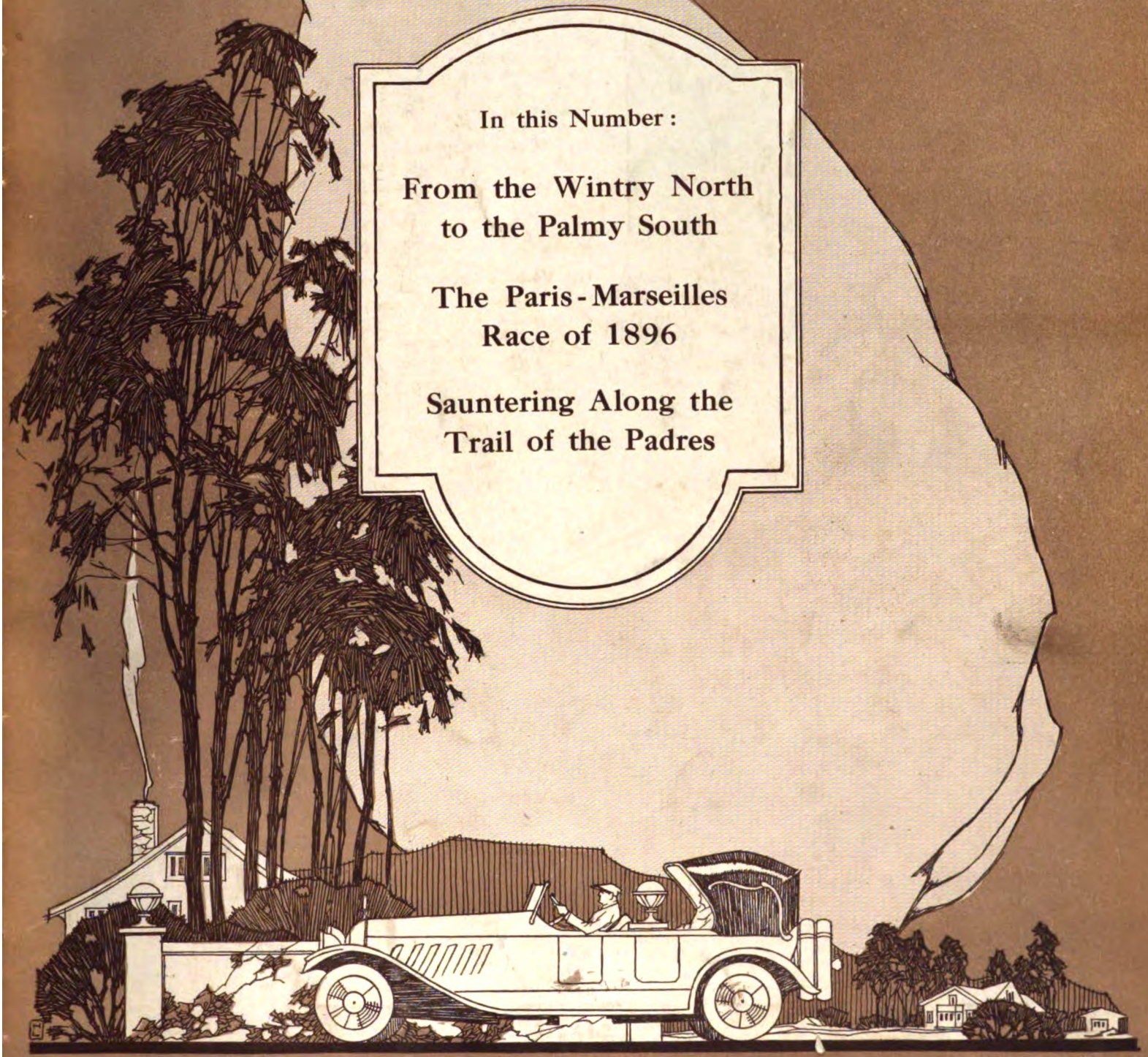
The Paris-Marseilles Race of 1896

Sauntering Along the Trail of the Padres



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It's Easy to Start a Polarined Motor
Polarine Oil does not clog bearings, is friction insurance, too. Keeps a protecting oil cushion between moving parts and in snug-fitting bearing —absorbs the hammer blows of the piston strokes without severe vibration and knocks, and prevents metal-to-metal friction.
It also maintains a fuel and gas-tight seal between piston rings and cylinder walls that guarantees maximum power with fuel economy the year round.
Buy *Polarine Oil* for engine and *Polarine Gear Oil* for your transmission and differential gear where you buy uniform, power-full *Socony Motor Gasoline*—where you see the red, white and blue Socony Sign.
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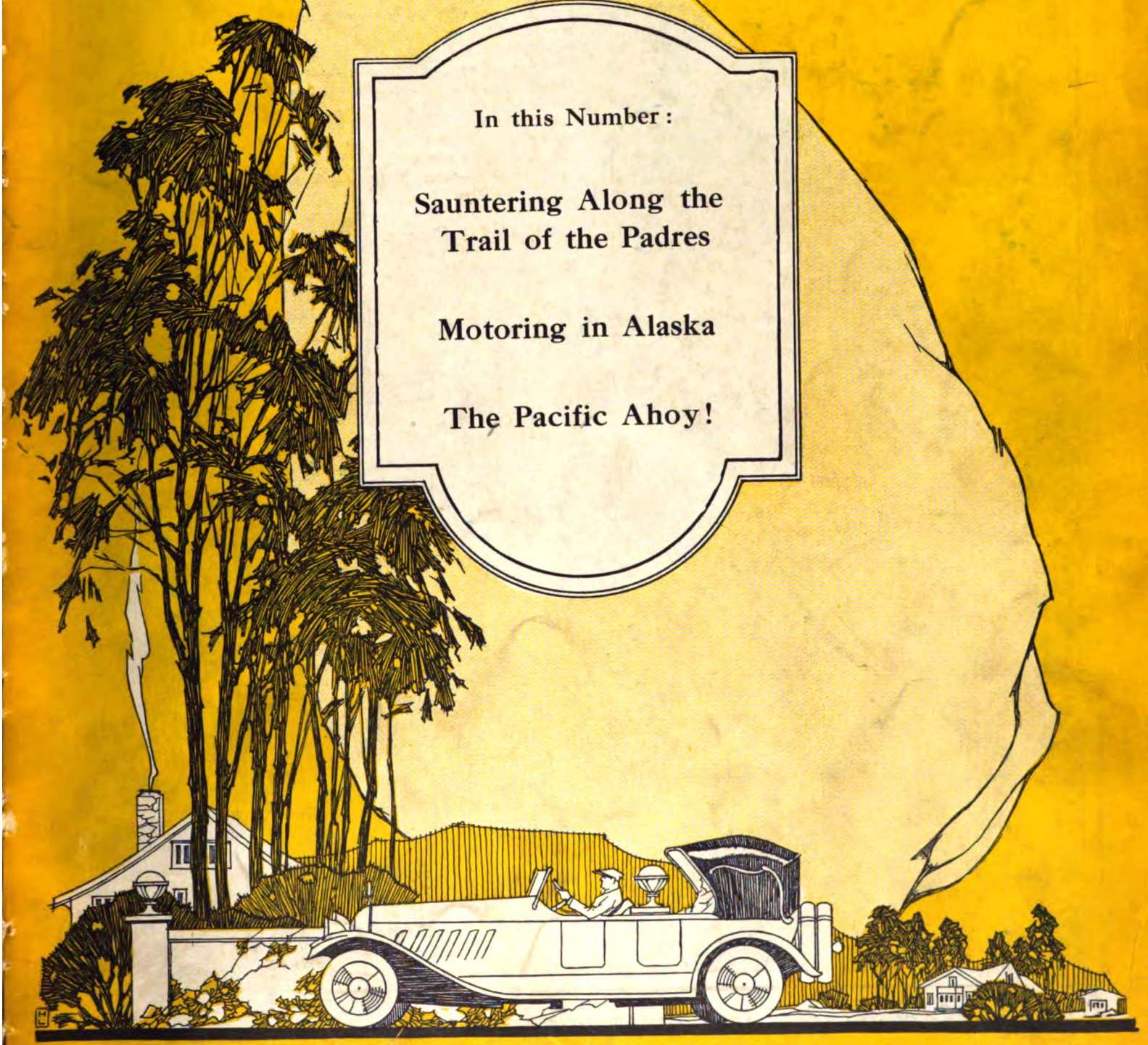
Sauntering Along the Trail of the Padres

Motoring in Alaska

The Pacific Ahoy!



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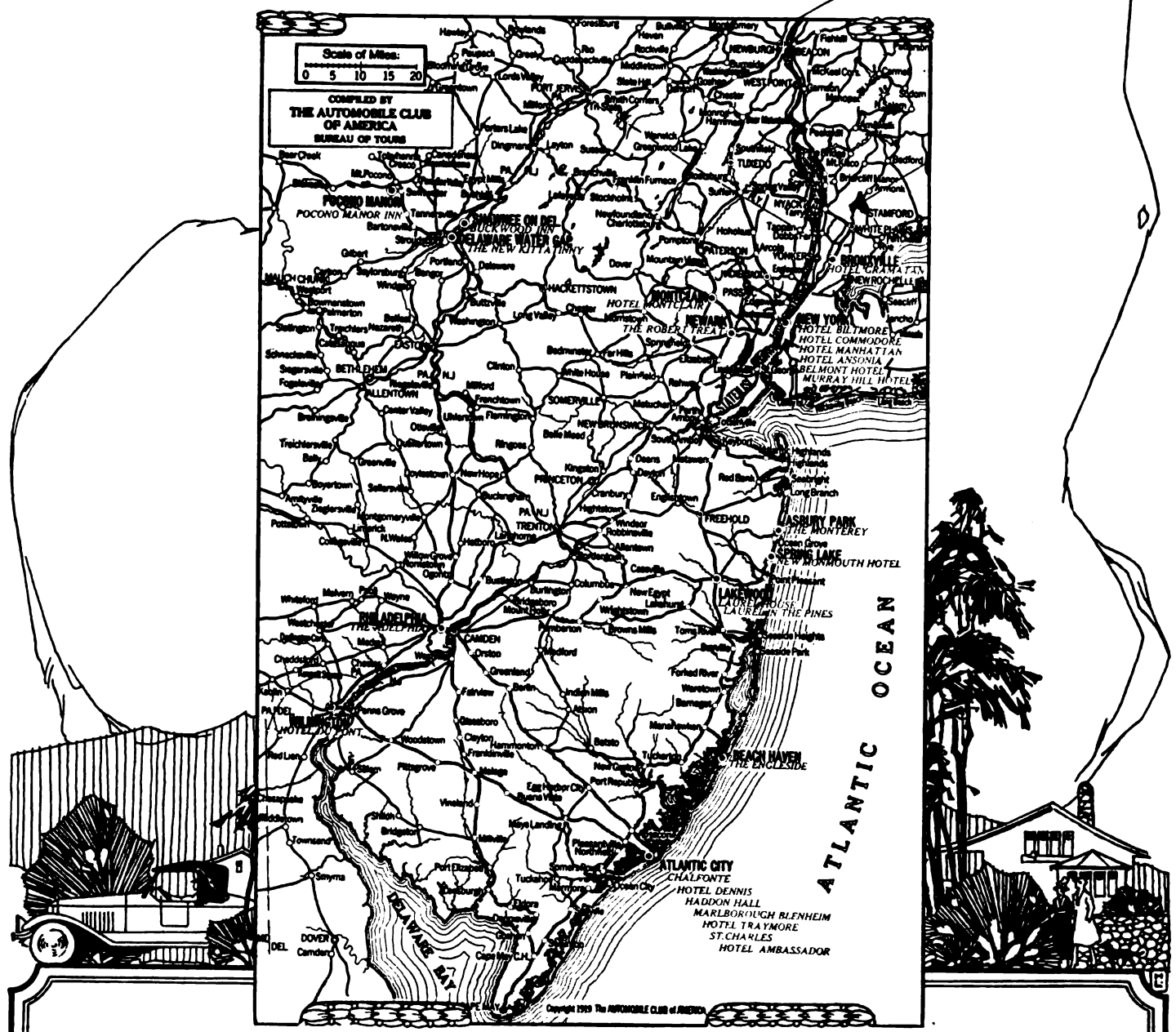
The NEW JERSEY TOUR

A ROAD OF NEVER ENDING DELIGHT



PERFECT ROADS—perfect scenery—perfect accommodations. What more could the heart of the motorists desire? And all within the confines or along the border of the State of New Jersey, nowhere more than ninety miles from New York or Philadelphia, yet offering a variety of beautiful surroundings that has no equal in the whole of this vast continent.

See nature's choicest beauties in close proximity to the most wonderful work of man.

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The Monterey

BEACH HAVEN, N. J.
The Engleside

BRONXVILLE, N. Y.
Hotel Gramatan

DEL. WATER GAP, PA.
The New Kittatinny

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Laurel House
Laurel-in-the-Pines

MONTCLAIR, N. J.
Hotel Montclair

NEWARK, N. J.
The Robert Treat Hotel

NEW YORK, N. Y.
The Biltmore
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Murray Hill Hotel

PHILADELPHIA, PA.
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